Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1911.

(Established 22nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 21ST FEBRUARY 1912.

Bombay:
PRINTED AT THE TIMES PRESS
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CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	J. Foggo	1867-68
M. T. Brownrigg	1837-38	Hamilton Maxwell	1868-69
H. G. Gordon	1838-39	H. E. Astley, D. Graham	1869-70
J. Skinner	1839-40	A. D. Grant	1870-71
T. R. Richmond	1840-41	W. G. Hall	1871-72
C. B. Skinner	1841-42	J. K. Bythell	1872-73
S. D. Murray	1842-43	H. E. Bright, E. Lord	1873-74
J. Wright, E. Lyon	1843-44	D. Watson	1874-75
T. Cardwell	1844-45	J. A. Forbes	1875-76
J. Smith	1845-46	G. F. Henry, Donald Graham	1876-77
W. Graham	1846-47	Walter Lang	1877-78
John Parsons	1847-48	M. Mowat	1878-79
A. G. Latham	1848-49	C. Macdonald	1879-80
Robert Strong	1849-50	J. N. Graham	1880-81
W. S. Grey	1850-51	E. Comber, W. M. Macaulay	1881-82
John Parsons	1851-52	James Thorburn	1882-83
A. H. Campbell	1852-53	Sir F. Forbes Adam, Kt., C. I. E.,	1883-84, 1884-85, 1886, 1887, 1888, 1889
H. B. Gilmour	1853-54	A. F. Beaufort	1890*
James Graham	1854-55	L.R W. Forrest,	1890*, 1891, 1892*
W. F. Hunter	1855-56	J. L. Symons	1892*
A. T. Binny, H. B. Gilmour	1856-57	R. S. Campbell	1893*
John Fleming	1857-58	W.R. Macdonell,	1893*, 1894, 1895
Robert Ryrie	1858-59	A. F. Beaufort	1896
H. D. Cartwright, Henry Scott	1859-60	A. Abercrombie	1897
Andrew Grant, George Hamilton, George Lord	1860-61	R. H. Macaulay	1898
James N. Fleming, Michael H. Scott	1861-62	A. Abercrombie	1899
Robert Hannay, Alexander Brown	1862-63	William Greaves,	1900, 1901, 1902*
Andrew Grant	1863-64	J. M. Dick	1902*, 1903
A. C. Gumpert, Alexander Stewart	1864-65	C. H. Armstrong	1904, 1905
A. J. Hunter	1865-66	Sir H. E. E. Procter, Kt.	1906
W. Christian, A. J. Hunter, Alexander Brown	1866-67	C. H. Armstrong	1907
		Sir H. E. E. Procter, Kt.	1908
		C. H. Armstrong	1909
		R. G. Monteath	1910
		C. H. Armstrong	1911-1912

(* Part year.)

Secretaries.

R. X. Murphy	1836-38	H. Brooke	1859-64
J. E. Brenan	1838	James Taylor	1864-73
R. X. Murphy	1838-41	John Gordon	1873-84
T. J. A. Scott	1841-46	David Watson (Acting)	1881-82
John Connon	1846-57	John Marshall	1884-98
John Mawson	1857-59	Frederick Nöel-Paton	1898-1905
T. A. Crowe (Acting)	1858-59	J. B. Leslie-Rogers	1905-1911

H. G. WHEELER, Appointed 1912.

Members—ctd.

THE ALLIANCE BANK OF SIMLA, LD.
THE ASIATIC PETROLEUM CO., LD.
THE AUSTRIAN LLOYD'S S. N. COMPANY.
THE BOMBAY COMPANY, LD.
THE BANK OF BOMBAY.
THE BANK OF INDIA, LD.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY GAS CO., LD.
THE BOMBAY STEAM NAVIGATION CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPAGNIE DES MESSAGERIES MARITIMES.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE EASTERN BANK, LD.
THE G. I. P. RAILWAY.
THE HOLLAND-BOMBAY TRADING CO., LD.
THE HONGKONG AND SHANGHAI ING CORPORATION.
THE INTERNATIONAL BANKING COI TION.
THE MADRAS AND SOUTHERN MAHI RY. CO., LD.
THE MITSUI BUSSAN KAISHA, LD.
THE MERCANTILE BANK OF INDIA,
THE NATIONAL BANK OF INDIA, LI
THE NEW MOFUSSIL CO., LD.
THE NEW ZEALAND INSURANCE CO.
THE NIPPON YUSEN KAISHA.
THE P. & O. S. N. COMPANY.
THE RUSSO-ASIATIC BANK.
THE SOCIETA NAZIONALE DI SE MARITTIMI.
THE SOUTH BRITISH INSURANCE CO
THE STANDARD OIL COMPANY OF YORK.
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD

COMMITTEE FOR 1912.

THE HON'BLE MR. C. H. ARMSTRONG, *Chairman.*
THE HON'BLE MR. W. C. SYMES, *Deputy Chairman.*
THE HON'BLE MR. MARSHALL REID, C.I.E.
J. St. J. GRAHAM, ESQ.
J. GREIG, ESQ.
MAJOR H. A. L. HEPPER, R. E.
MALCOLM N. HOGG, ESQ.
J. N. METAXA, ESQ.
L. VOLKART, ESQ.

RETIRING COMMITTEE.

THE HON'BLE MR. C. H. ARMST *Chairman.*
THE HON'BLE MR. W. L. GRAHAM *Chairman.*
W. DENSO, ESQ.
J. GREIG, ESQ.
*MAJOR H. A. L. HEPPER, R. E.
J. N. METAXA, ESQ.
W. H. OGSTON, ESQ.
W. M. ROSS, ESQ.
L. VOLKART, ESQ.

H. G. WHEELER, ESQ., *Secretary.*
R. E. GREGOR PEARSE, ESQ., ASST. SECRETARY.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor General of India.
THE HON'BLE MR. C. H. ARMSTRONG.

Legislative Council of H. E. the Governor of Bombay.
THE HON'BLE MR. W. C. SYMES.

Bombay Port Trust Board.
THE HON'BLE MR. C. H ARMSTRONG.
THE HON'BLE MR. HERBERT B. GREAVES.
THE HON'BLE SIR H. E. E. PROCTER, KT.
THE HON'BLE MR. W. C. SYMES.
D. CARMICHAEL, ESQ.

Bombay Improvement Trust.
A. M. TOD, ESQ.

Bombay Municipal Corp
J. S. WARDLAW MILNE, ESQ.

* Mr E T

Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

Honorary Members.

Rt. Hon'ble LORD REAY, LL.D., G.C.I.E. | A. H. CAMPBELL, ESQ.

Members.

Messrs. ALLEN BROTHERS & Co., LD.
" BEGBIE (J. A.) & Co.
" BELL, RUSS & Co.
" BENNETT, COLEMAN & Co.
" BLASCHECK (A.) & Co.
" BOGGIANO (C.) & Co.
" BREUL & Co.
" BUME & REIF.
" CALLENDERS CABLE AND CONSTRUCTION Co., LD.
" CHUGONDAS & Co.
" COOK (THOMAS) & SON.
" COX & Co.
" CRAIGIE, BLUNT AND CAROE.
" CRAWFORD, BROWN & Co.
" CROFT, MODY & Co.
" CROMPTON & Co., LD.
" DAVID (SASSOON J.) & Co.
" DICKINSON (JOHN) & Co., LD.
" DUXBURY (J.) & Co., LD.
" EWART, LATHAM & Co. [LD.
" FARBENFABRIKEN BAYER & Co.,
" FERGUSON (A. F.) & Co.
" FLEMING, SHAW & Co.
" FORBES (C. H. B.) & Co.
" FORBES, FORBES, CAMPBELL & Co., LD.
" FRAMJEE, SONS & Co.
" GADDUM & Co., LD.
" GLADE & Co.
" GLAZEBROOK & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" GUTMANN & Co.
" GYSI & KLEINJUNG, LD.
" HENRY GANNON & Co.
" HOLLAND & MOSS, LD.
" JAMES FINLAY & Co., LD.
" JAMES MACKINTOSH & Co.
" KAHN & KAHN.
" KIDDLE, REEVE & Co.
" KILLI[illegible] NIXON & Co.

Messrs. LLOYD (B. S.) & Co.
" LOUIS DREYFUS & Co.
" LYON, LORD & Co., LD.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co
" MARSHALL, SONS & Co., LD.
" MARSLAND, PRICE & Co., LD.
" MEISTER LUCIUS & BRÜNING, LD.
" MILLAR'S KARRI & JARRAH Co., LD., (1902.)
" MOOLJEE JAITHA & Co.
" MORITZ (A.) & Co.
" NARANDAS RAJARAM & Co.
" OSTERMAYER (M.) & Co.
" OWEN & OKELL.
" PARKE, DAVIS & Co.
" PETIT (D. M.), SONS & Co.
" PHIPSON & Co.
" PREMCHAND ROYCHAND & SONS.
" PRIER DE SAONE & Co.
" RALLI BROTHERS.
" REUTER'S TELEGRAM Co., LD.
" RICHARDSON & CRUDDAS.
" RUTTONSEY, DENSO & Co.
" SAMUEL FITZE & Co.
" SANDAY & Co.
" SASSOON (D.) & Co., LD.
" SASSOON (E. D.) & Co.
" SCHRODER SMIDT & Co.
" SHAW WALLACE & Co.
" SPINNER (E.) & Co.
" STEFFENS & NOLLE, LD. (Bombay Agency).
" STEINERS, LD.
" STRANDES (A.) & Co.
" STRATTMANN & PAAS.
" TATA, SONS & Co.
" TURNER, MORRISON & Co.
" VOLKART BROTHERS.
" WALLACE & Co.
" WELD & Co.
" WORMAN & Co.
MR. AHMEDBHOY HABIBBHOY.
" A JANOWITZER.
" [illegible] BACHIRI.

Bombay Chamber of Commerce.

Annual General Meeting.

The Annual Meeting of the Members of the Bombay Chamber of Commerce was held at the offices of the Chamber, Graham's Buildings, on Wednesday, 21st February 1912, at 3 p.m., to transact the following business :—

(1) To receive the report of the out-going Committee for the year 1911.

(2) To confirm the nomination of the members of the new Committee made in accordance with Section 11 of Rule VII.

(3) To alter the resolution passed by the Chamber on 25th January 1888, regarding ship freight outwards from Bombay payable in Bombay.

(4) To alter the Tonnage Scales of Cut Copra in Bags and Castor Seed.

(5) To appoint Auditors of the Chamber's accounts for the year 1912.

(6) To appoint two Trustees of the Chamber's Provident Fund for the current year.

And to transact any other business that may be brought forward.

The Hon'ble Mr. C. H. Armstrong, Chairman of the Chamber, presided.

There were also present :—The Hon'ble Mr. W. L. Graham, Deputy Chairman ; Mr. W. Denso ; Mr. J. Greig ; Major H. A. L. Hepper, R. E. ; Mr. J. N. Metaxa ; Mr. W. H. Ogston ; Mr. W. M. Ross and Mr. L. Volkart, Members of the Committee ; Mr. T. V. Baddeley, of Messrs. Allen, Bros. & Co., Ltd. ; Mr. C. A. Russ, of Messrs. Bell Russ & Co. ; Mr. J. Liebel, of Messrs. Bume and Reif ; Mr. Jivandas Pitamberj of Messrs. Chugondas & Co. ; Mr. D. M. Inglis and Mr. B. Brown, of Messrs. James Finlay Co., Ld. ; Mr. E. Yeo, of Messrs. Fleming, Shaw & Co. ; Mr. J. Black and Mr. M. N. Hogg,

of Messrs. Forbes, Forbes, Campbell & Co., Ld.; Mr. N. S. Glazebrook and Mr. E. P. Comber, of Messrs. Glazebrook & Co.; Mr. James Graham, and Mr. J. St. J. Graham, of Messrs. W. and A. Graham & Co.; The Hon'ble Mr. H. R. Greaves and Mr. N. G. Hunt, of Messrs. Greaves, Cotton & Co.; The Hon'ble Sir H. E. E. Procter, Kt., and Mr. T. W. Birkett, of Messrs. Killick, Nixon & Co.; Mr. W. D. Hall and Mr. J. B. Bennett, of Messrs. Latham Abercrombie & Co.; Mr. A. J. Lord, of Messrs. Lyon, Lord & Co, Ld.; Mr. D. Carmichael, of Messrs. Mackinnon, Mackenzie & Co.; Mr. A. Moritz and Mr. F. Ceurremanns, of Messrs. A. Moritz & Co.; Mr. H. Gannon, of Messrs. Henry Gannon & Co.; Mr. A. R. Burch and Mr. W. T. Lane, of the Bombay Gas Co., Ld.; Mr. E. G. Montgomery, of Messrs. Owen and Okell; Mr. Maneklal Premchand, of Messrs. Premchand Roychand & Sons; Mr. C. H. Roberts and Mr. H. Wengle, of Messrs. Prier de Saone & Co.; Mr. H. Batty, of Messrs. Sanday & Co.; Mr. A. G. Dovey, of Messrs. David Sassoon & Co., Ld.; Mr. E. Erb, of Messrs. E. Spinner & Co.; Mr. R. W. Cooker, of Messrs. Steiners, Ld.; Mr. A. Strandes, of Messrs. A. Strandes & Co.; Mr. J. S. Wardlaw Milne, of Messrs. Turner, Morrison & Co.; Mr. R. W. Harter, of Messrs. Wallace & Co.; Mr. Marshall F. Reid, C. I. E., of the Bombay Co., Ld.; Mr. N. N. Wadia, of the Bombay Dyeing and Manufacturing Co., Ld.; Mr. J. Van Rykom, of the Holland Bombay Trading Co., Ld.; Mr. Purshotamdas Thakordas, of Messrs. Narandas Rajaram & Co.; Mr. D. Morris, of The New Mofussil Co., Ld.; Mr. F. H. FitzGerald, of The Vacuum Oil Co.; Mr C. Morris, of The Bombay S. N. Co., Ld.; Mr. W. C. Symes, of the P. & O. S. N. Co.; The Hon'ble Sir J. Begbie, Kt., of the Bank of Bombay; Mr. W. M. Anderson, of the Eastern Bank, Ld.; Mr. N. Igarashi, of the Yokohama Specie Bank, Ld.; Mr. A. M. Tod, of the New Zealand Insurance Co., Ld; and Mr. R. E. Gregor-Pearse, Acting Secretary of the Chamber.

THE CHAIRMAN'S REVIEW.

The Royal Visit.

The Notice convening the Meeting having been read, **The Hon'ble Mr. C. H. Armstrong**, in opening the proceedings, said:—Gentlemen,—The report now submitted is a record of the work done by your Committee during the 12 months. The year has been a busy one, for India is now making great strides commercially and industrially,

and, this being so, Chambers of Commerce in the future are likely to find their work even heavier than it has been, for commercial legislation is in the air and the consideration of draft bills takes much time and thought. The past year has been made memorable by the visit of Their Imperial Majesties and by the great Durbar at Delhi. Bombay rose to the occasion and gave the Royal visitors a splendid reception and, when the day came to say farewell, was greatly pleased to feel that the visit had been a greater success than anyone had ever dared hope. The announcement at the Durbar of the transfer of the Capital from Calcutta to Delhi was altogether unexpected and naturally caused the greatest surprise, but it was soon recognized that on the whole the move was a wise one and that the method of its announcement was also wise. Delhi may not be a great business centre, but it is a commercial and distributing town of considerable importance, easily accessible by rail and well situated as the headquarters of the Government of India. We in Bombay must welcome the change as it brings us into closer touch with the Supreme Government and thereby ensures that our views on many interesting trade questions will receive full consideration. In the past we have suffered by being somewhat out of touch with the Imperial Government, but the seat on the Legislative Council now allotted to this Chamber has given us a much better opportunity of expressing our views, and the greater independence of Government in a neutral centre like Delhi must facilitate the settlement of many large questions affecting the country generally. We may surely expect as a result of this transfer improved railway facilities in northern India, and this is a point we have been pressing on Government for many years. The sudden death only last month of Sir John Jenkins—the Home Member—is a very great loss to the Government of India and to Bombay in particular. I greatly regret the loss of a personal friend who was keenly interested in the welfare of this country and up to the very last was working strenuously for the good of the people.

So far as our trade is concerned the year was not exactly a prosperous one and the failure of the rains in Gujarat and Kathiawar was a misfortune as these markets belong exclusively to us, and when adverse conditions prevail over such an important area our trade must be affected. I am glad to think that great efforts are being made to relieve the distress and preserve the cattle, for many of us

well remember what happened a few years ago when in a great famine the cattle died in large numbers. Prospects for this year's trade appear more satisfactory. The lower level of cotton has stimulated a very large arrival business in piece-goods, and this apart from prosperity in Lancashire means also profit to our weaving mills, whose productions are steadily growing in favour. For the rest we depend very largely on our crops, but the troubles in China and in Persia are important factors which cannot be overlooked. In China we cannot influence the situation, but as regards Persia your Committee telegraphed a few weeks ago to the Government of India calling their attention to the unsatisfactory state of affairs in the southern districts and to the block at Bunder Abbas, and from the reply received it is evident that some steps are being taken to get goods into the interior. As the Persian markets are of great value to Bombay, the situation must be closely watched and not allowed to drift or our trade will be much hampered. We must rely on Government to take such steps as may be necessary to keep the trade routes open.

Local Questions.

As regards purely local questions we arranged in August, after a notice had been issued that the new Post Office would be opened on 4th September, for a permanent office for posting and for the sale of stamps to be retained in Church Gate Street, and we are greatly indebted to Mr. Doran, the Presidency Postmaster, for meeting us so promptly in this matter. It seems strange, however, that it should ever have been intended to close the Church Gate office altogether. The establishment of a Bachelor of Commerce degree at the University must also be noted as a step in the right direction and the intended creation of a College of Commerce, which H. E. Sir George Clarke announced only a few days ago at Ahmedabad, is a step thoroughly approved by your Committee who have voted a sum of Rs. 1,500 as a contribution if required for this year towards the expenses of the institution. If during the year the scheme is completed and work is commenced I hope at our next annual meeting to put a resolution before you to make, for some years at any rate, an annual grant towards the expenses of the College. Higher commercial education is a matter of great importance to this country at the present time. As Sir George Clarke has so well said it is a pressing need that the means of systematic study should be provided of the

many subjects associated with modern commerce and industry which demand more and more the application of scientific methods by trained minds.

The sanction of the new Eastern Avenue by the Bombay Government is an important matter which meets with my warmest approval. Difficulties of course always surround a question of this character and one can sympathise and appreciate many of the points that have been raised, but the broad fact remains that until a wide road—and I wish the proposed scheme was an Avenue, and not a mere road—is run north and south through the native town, development in the northern districts cannot progress as it should and hopeless overcrowding must continue. The pressure of business is driving the city northwards and the native town cannot be allowed any longer to block the march of events. This scheme was one we pressed upon His Excellency on his arrival in Bombay, and I am glad to think that before his term expires sanction has been given to an improvement which has been needed for years and for which in the years to come we shall be very thankful. The need of wide roads in Bombay is obvious to us all, and it is a thousand pities that in the past this requirement was so neglected. It is difficult now to remedy the mistakes that have been made, but much has been done by the Improvement Trust in this direction the last few years, and if new buildings could only be kept back from the road side there is still a chance of Bombay becoming a model city though I fear the day is far distant.

Commercial Legislation.

In Commercial Legislation the year has been a busy one and at the forthcoming meeting of the Imperial Legislative Council the reports of Select Committees will be presented on Bills to provide for the better control of Life Assurance Companies, and of Provident Insurance Societies in India—on an Indian Post Office Amendment Act—on a Bill to prohibit the importation, manufacture and sale of matches made with white phosphorus and on a Bill amending the Indian Stamp Act. The Life Assurance and Provident Societies Acts are sound Bills which ought, with certain amendments, to be passed into law. For the White Phosphorus Matches Bill there is however no necessity and it will now I imagine be difficult to bring forward a convincing argument in support of it. The idea originally

was to stamp out the disease of necrosis in countries where these matches are produced, but as it has been found that at any rate in Europe this disease owing to improved machinery has practically disappeared since the signing of the Berne Convention in 1906 some other reasons will now be required to justify the proposed Legislation. Even now, at the eleventh hour, I hope the Bill may be withdrawn or postponed for further enquiry and consideration. The introduction of this measure shows how necessary it is for the commercial community and Chambers of Commerce to follow very closely Commercial Legislation and to protest promptly against Bills the country does not need, and which may as in this case inflict a hardship on millions of our workers. An attempt will no doubt be made to answer this point, but the experience of over a quarter of a century in this country has convinced me that it cannot be answered. It is a mistake, in my opinion, to take up Legislation which the country has not asked for and for which there is no apparent necessity as it is apt to give the impression that Indian interests are being sacrificed and that the welfare of the people is not always the main object of our legislation.

Nothing more has been heard during the year of a proposal I referred to at our last meeting that a transit duty should be levied on cotton passing through Bombay to help to pay for certain local improvements. The suggestion is so manifestly wrong in principle that I should hardly think we are likely to hear anything more of it, but if we do, we shall certainly protest most vigorously against it.

Railways and Reclamation.

No railway questions of importance have come before your Committee during the year. The Muttra-Aligarh extension is still undecided, but under the changed conditions in northern India it is likely I imagine ere long to come up again for discussion, and presumably to our advantage. A local railway question has however been prominently before us during the year, and good progress has been made, a scheme of a definite character having now been almost decided upon. The Mazagon-Sewri depôt which in a few years will be the busiest part of Bombay, will now, it is proposed, be connected with the Fort by a line from the Victoria Terminus connecting with the harbour branch railway at Tank Bunder, and communication into the depôt will be provided by tram cars which will run every few

minutes along a specially reserved track to, at any rate, the site of the new Cotton Exchange, and probably also further to connect eventually with the new road to Parel to be made from the northern end of the depôt. A frequent train service during the busy hours of the day will be a necessity and when approving the scheme your Committee referred specially to this, as a connection of this character will not be satisfactory or serve the depôt effectively if trains are only run at comparatively long intervals and this is a point the Chamber must keep well to the front. I am very glad this question has been practically settled at last as it will greatly facilitate business operations in the depôt. As regards the Reclamation, work is steadily proceeding and the grain depôt it is hoped will be ready in about two years from now. The transfer of the Cotton Green is not likely until the autumn of 1918 at the earliest, but the rail connection from the Wadala yard will be ready for the working of the grain depôt at the same time as the Alexandra Dock is opened and this, by cheapening the cost of handling, must increase our trade. Work in the new dock is proceeding steadily but somewhat slowly and the opening is hardly likely until about two years from now. Greatly improved plans have been put forward for working the rail traffic in the docks, and the arrangements now proposed are a very great improvement on those originally put forward. The Carnac Basin will be filled in eventually and there will be a communication passage connecting the Alexandra with the Victoria and the Prince's Docks to and from which vessels will pass. The import traffic will be worked on rails running along the western side and all such articles as piece-goods, metals, rice and sugar will have direct connection with these rails thereby saving large sums in handling and cartage. This must help our trade considerably for money spent on unnecessary handling and cartage is money thrown away. Export cargo will enter the dock mainly on rails running along the eastern harbour wall and shed and rail accommodation will be specially arranged for quick loading.

Docks' Traffic Question.

After many years of discussion the traffic question in the Docks appears to have been satisfactorily settled. All this work cannot, however, be accomplished without great expense and final estimates for the dock and necessary works are naturally in excess of those originally put forward. The question of cost is, of course, an impor-

tant one for trade as interest and a sinking fund must be provided on loans, but two years hence the reserve fund of the Trust will be about a crore of rupees accumulated for this very purpose of providing for deficits for some years after the opening of the Alexandra Dock. There is no intention of raising charges on goods passing through the docks and even if the reserve fund does fall rather rapidly, as for a few years it is almost certain to do, the position with normal seasons is bound to right itself and there need therefore be no anxiety as to the future prosperity of our Trust. The reserve fund has been accumulated for this particular object and will be used without any fear that it will not be ample for the purpose. When the Victoria Dock was opened about 24 years ago the reserve of the Trust was nearly 16 lakhs, and in ten years it was reduced to just under 9 lakhs, but in the meantime considerable reductions had also been made in rates. It then commenced to rise and in the next ten years advanced to over 55 lakhs. It may be 10 years after the opening of the Alexandra Dock before it will be possible to add again to the reserve, but considering the magnitude of the work, there is nothing very alarming about this. Good seasons are of course necessary and helped, as I hoped we shall be, by better railway facilities in northern India our trade must steadily expand.

The shortage of railway wagons at the present time is being much commented on and the explanation apparently is a general shortage of coal which has drawn off a large number of trucks for the transport of this very necessary article. The transport of hay and other commodities to the famine districts is also mentioned as another reason for the present shortage but, as a member of the Central Famine fund, I can say we are finding great difficulty in getting even a moderate supply of wagons for this purpose. The fact really is, I suppose, that we are short again of rolling stock, and this being so it is satisfactory to note according to a recent announcement that it has been decided that out of the total railway budget for this year of 13½ crores, 10¼ crores will be given to open lines of which 5 crores will be devoted to rolling stock. The progress India is now making commercially and industrially will surely require a much larger supply of wagons in the near future and I hope this point will be kept well to the front by Railway administrations, for a shortage in the busy export season is demoralizing trade which cannot be worked satisfactorily under such conditions.

Financial Questions.

Financial questions have not been prominent during the year but we have watched with considerable interest and some anxiety the steady accumulation of the Government cash balances in London by heavy sales of Council Bills and Telegraphic Transfers in excess of the requirements of the Home Treasury. At the end of last March the amount so held was over 16½ millions sterling and at the end of next month this will probably have reached 21 millions against an average balance of about 4¼ millions only ten years ago. In his forthcoming Budget statement the Hon'ble the Finance Member will no doubt deal with the position as it now exists and his remarks will be read with much interest for we in Bombay are unable to understand the necessity for this rapid and continued accumulation which is depriving India of funds which could be used to great advantage in our trade. In reply to a recent communication from the Karachi Chamber we have said that in our opinion the Indian mints should be opened to the free coinage of gold which could be arranged in Bombay at a very small cost, and we have also acquiesced generally in a suggestion that the annual drawings of the Secretary of State on the Indian Treasury should be limited to the figures entered in his Annual Budget. We have also agreed that no further addition should be made to the gold standard reserve in London, and this point should be promptly settled, thereby enabling profits on coinage hereafter to be retained in this country.

These, gentlemen, are the principal topics dealt with by your Committee during the year. There are other subjects mentioned in the report which are no doubt of considerable interest, notably perhaps the Declaration of London which we generally approved as a step in the right direction and as an improvement on existing conditions, but which has been refused by the House of Lords. The improvement of cotton cultivation in India has also been another interesting topic and the difficulties under which piece-goods business is now carried on in Bombay have not been lost sight of. Being a free trader myself I regret very much the arbitrary restrictions placed on this very important trade which must add to the cost of all supplies brought into the country besides causing irritation amongst manufacturers and shippers in Europe. I appeal for a more enlightened policy. We have had visits during the year

from the Hon'ble Mr. W. H. Clarke. Member for Commerce and Industry, and from Sir T. R. Wynne, President of the Railway Board, and are always glad to see Members and Officials of the Government of India as the discussion of difficult problems nearly always paves the way for a satisfactory settlement.

In conclusion I desire to acknowledge with many thanks the assistance I have received from the Deputy Chairman, the Hon'ble Mr. Graham, and from the Members of the Committee. The year has been a more difficult one than usual and their regular attendance has greatly facilitated the progress of our work. I am also deeply indebted to Mr. Gregor-Pearse—our Acting Secretary—who in a busy year has never flagged and has always made the interests of the Chamber his first care. To Mr. Royal and the other members of the staff I also tender my best thanks for their close attention to our work.

With these remarks, gentlemen, I propose that the Report of the Committee be adopted.

The Hon. Mr. W. L. Graham said :—I rise to second the adoption of the annual report, which the Chairman has placed before you this afternoon. In doing so, I avail myself of the opportunity of cordially thanking him on behalf of the committee and members of the Chamber for the time and trouble he has once again devoted to the transaction of the Chamber's affairs. I would associate myself with him in the expression of the deep and sincere regret we all feel at the loss of Sir John Jenkins. His great ability, his unfailing energy, and his genuine friendship made him at once an object of highest admiration and the greatest esteem, and his loss to the Government of India and Bombay in particular is well nigh irreparable. The past year will ever be a memorable one in the annals of this country on account of their Imperial Majesties' visit to India, their great Durbar, and the transference of the capital to Delhi. The visit of Their Imperial Majesties was from start to finish a glorious success, and we are grateful to His Imperial Majesty for his gracious acknowledgment of commerce in his speech on the arrival in Calcutta. The announcement of the transference of the capital came upon all as a surprise. Though the question has been the topic for nearly thirty years, no one ever even dreamt that such a thing would come to pass. Bombay and Sind will now be placed in closer touch with the Government of India than has

been possible hitherto. How the vast expenditure in connection with the creation of the new capital is to be met is a question that requires most serious consideration at the hands of the Supreme Government. Seeing that the opium revenue is being abolished, we are already faced with the fact that fresh revenue has to be found within the next few years. Deficiencies cannot be made good by reducing expenditure, which with increasing responsibilities is expanding in every direction.

Banking.

As will be seen from the annual report, the year has been a busy one for your committee who have had several interesting and important questions before them. The first of these to which I would refer is that of banking. The failures of the Charing Cross and Birkbeck Banks at home, and the widespread distress caused thereby were warning notes which Government could not prudently overlook, and as you will notice, from the report, we received a letter from the Government of Bombay putting various questions before us. The questions raised were without doubt most important ones and required very careful consideration as it is essential that any contemplated legislation should be so framed as to avoid causing embarrassment to legitimate business. You will no doubt have noticed that the jury in the conviction of Carpenter, the proprietor of the so-called Charing Cross Bank, added a rider that in their opinion there should be a law to prevent the title of "Bank" being abused by irresponsible persons. But until a satisfactory definition of the term "Bank" has been arrived at, it is difficult to see on what lines legislation can be framed. The establishment of a degree of commerce by the University of Bombay, and initiation of a College of Commerce to which the Chairman has alluded in his speech are signs of the times, and indicate the growing desire for higher commercial education. The next important measure to which I would refer is the Bill dealing with Life Assurance Companies and Provident Societies. The main features were sound and serviceable and claimed our support. The Chairman has dealt at some length with the question of the white phosphorus matches Bill, and I heartily concur with the views he has expressed.

The Docks.

A matter of more local interest is our new docks. Various questions have been referred to your committee during the year, and it is

matter of some satisfaction to us that the Port Trust have given up the idea of rail connection for the seaward berths by a swing bridge cross the entrance lock and have also decided to reclaim the Carnac basin. The Port Trust have now completed a further scheme of working the Alexandra, Victoria, and Prince's Docks through the one main entrance lock, running rails direct along the outer side of the docks for export traffic. The entrance to the Victoria Dock across which there will be a railway swing bridge, will however be retained so as to be available in case of congestion. The scheme is an admirable one, and as it will enable the Port Trust to work the three docks as one big dock, it will save considerable expense. Labour is now plentiful, and the work on the docks is progressing steadily. We look forward to seeing the new docks in full swing towards the end of 1913. I would draw the attention to the increasing size and draft of steamers. With the depth of the Suez Canal in 1914 at 36 feet as against 30/31 feet to-day we will see bigger ships on the Indian trade. The opening in 1914 of the Panama Canal on which the United States have spent 75 millions will tend to divert big steamers to the Indian trade. The most important route for us however will always be the Suez Canal, whose progressive prosperity has resulted in a further reduction in the tariff from the 1st of January. This now stands at 6 fr. 45 c. but we are still a long way off the 5fr. promised by M. de Lesseps in 1883 to British shipowners. To return to the development of the new docks. I would call attention to the serious shortage of the Bombay water supply, with which we are now faced. The demand for water has greatly increased in recent years owing to the growth of the city. With the approaching completion of the new docks we must have more water and I hope the incoming committee will press home in the right quarter the necessity of doubling the Tansa main.

The amalgamation of the Post and Telegraph Departments, a scheme which has been in contemplation for 40 years, has since been sanctioned by the Government of India. We trust that this may be an economy to Government and a benefit to the public. It is a matter of great interest to us in India to learn that the necessary financial arrangements in connection with the survey of the "Trans-Persian Railway" are on the point of completion. The British Section will, I understand, run from Bunder Abbas, Gwattar to Karachi. The distance from Baku to Karachi *via* Ispahan, Bunder

Abbas and Gwattar is estimated at 1,883 miles. Baku is at present 91 hours from London; so this line, if taken in hand, will greatly expedite the mail traffic. The scarcity and famine existing in Gujerat and Kathiawar are much to be regretted. Steps have been taken to mitigate the distress by the despatch of hay and grass to the starving cattle, but it is reported that the supply of railway wagons is insufficient and this is aggravating the position. Insufficiency of wagons has also been the cause of great shortage of coal here in Bombay, as colliers loading in Calcutta have been unduly detained causing very serious inconvenience to shipping. I am glad to hear from the Chairman that five crores have been voted for next year for rolling stock.

Gold Standard

I will now turn to the question of the Gold Standard Reserve. You will recollect that at the annual meeting last year I drew your attention to the statement made by the Finance Member in his Budget speech of 1910, that it had been decided for the future that the whole of the profits from Coinage without reservation would be paid in to the Gold Standard Reserve until such time as the Gold held by Government in that Reserve and the Paper Currency Reserve combined reached the figure of 20 million sterling. Well, gentlemen, if we take the figure at 31st December 1911, we find that the gold and gold securities in the gold standard reserve amounted to £17,657,835 whilst gold bullion and gold coin held in India, and at home in the Currency Reserve, at the same date, amounted to £8,318,992 and £5,045,000 respectively, altogether aggregating £31,045,000. Those are the figures before us and I ask does this mean that Government have completed their obligations, as defined by the Finance Member? I cannot believe so, seeing that so little has been added to the gold standard reserve from the profits on coinage, owing to the fact that Government have not found it necessary to coin fresh silver in the meantime. I hope, therefore, that our Chairman will raise the question in the Supreme Council and ask for a clearer definition of the Government policy in this respect.

I ask this because if Government have completed their obligations to commerce, they might again divert part or the whole of the profits from coinage when that takes place to railways, irrigation or other purposes. Though I quite recognise the advantage of working the

Currency Reserve and the Gold Standard Reserve for the mutual assistance of both funds, it seems to me that the functions of the two reserves are so divergent in character, the one held in either gold or silver against the note circulation, the other held for the maintenance of the gold value of the rupee, that I am at loss to understand the policy of combining two such funds for the purpose in view. I do not think there should be any limit to the Gold Standard Reserve. It should be treated as a fund apart, and gradually strengthened from the profits of coinage, the gold value of which it is there to support I should like to see the liquid portion of the reserve strengthened. This at 31st December stood at £973,434 against £1,437,425 of the corresponding date last year, a decrease of roughly ½ million. As regards the absorbtion of Gold in this country, Mr. Churchill, in a speech at Dundee in October attributed dear food to the enormously increased output of gold. From this line of reasoning it would appear that India by absorbing Gold is conferring an economic benefit on the home country. It is also strengthening its own monetary position, because assuredly the gold that is now being hoarded will dribble down to the seaport towns and be available for export in hard times. The more gold that comes in to India the less sudden will be the demand on the Government Gold Reserve when the balance of trade turns against this country. That is the first line of defence against a fall in exchange. The second line is in the gold of currency reserve.

Gold alone maintains the standard. The crisis of 1907 must ever be borne in mind, when, if the demand for sterling bills had been freely met, the whole 3¾ million held in gold in London would have been drawn off in a few weeks. It must be remembered that the crisis of 1907 was purely economic, and that there were no international complications of any kind, and yet the whole stock of gold in India owing to its inadequacy was exhausted. We now have the assurance of Government that sterling Bills will be available in support of exchange which relieves Government of the necessity of holding gold in this country for the purpose. This is on the whole satisfactory to commerce. There is no continuity assured in the administration of the Gold Standard Reserve, and I cannot see how there ever will be until steps are taken to place it on a more clearly defined basis, possibly by statute. The imports of gold into India last year constituted a record amounting to £20,909,000, considerably

over a fifth of the world's output of gold. A large amount of this is no doubt absorbed, but I am unable to agree with the conclusions the Hon'ble Mr. Gillan arrived at in the recently published Currency Report for 1910-11 that sovereigns do not pass directly and freely into circulation, and that there is no progressive extension of the use of gold for circulation. In business we find sovereigns passing more and more freely. We are daily drawing nearer to a gold currency in India, and the establishment of a gold mint is, in my opinion, only a matter of time. We supported the Karachi Chamber as the Chairman has already mentioned in the matter of opening of mints in India for the free coinage of gold. As regards the gold coin struck, I am strongly in favour of a coin corresponding to value of the sovereign as against a Rs. 10 piece as the latter coin would to my mind create many complications. The opening of the mints for the free coinage of gold in this country would attract gold and would be the first step towards a gold currency. This will follow gradually, I think, but it would be a mistake to force it, as the currency for the masses of the people must ever be Silver.

In conclusion, gentlemen, I should like to offer our heartiest congratulation to Sir James Begbie on the honour he received at the hands of His Imperial Majesty at Delhi.

I beg to second the adoption of the Report.

NEW ALEXANDRA DOCK.

Mr. W. C. Symes said:—Mr. Chairman and gentlemen,—I now have much pleasure in supporting the resolution which is before us for the adoption of the report. Mr. Armstrong has given us an interesting retrospect of the principal questions which have occupied the time and energy of the Committee during the past year, and I think you will agree with me that a very useful year's work has been completed. Our best thanks are due to the Chairman, the Deputy Chairman and the members of the Committee for the time and trouble which they have taken over the various questions which have occupied their attention. Mr. Armstrong has referred to the transfer of the Capital from Calcutta to Delhi, and has expressed a hope that the transfer will lead to improved railway facilities in Northern India, so far as this city is affected. I trust this may be the case, but I am not too sanguine about it. We have been told that an extension of the Nagda-Muttra line to Aligarh will benefit Bombay, but it has been impossible to get any sympathy from the Railway Board in that

direction, and I fear, therefore, unless our interests are taken under the wing of the Honourable Member for Commerce and Industry we shall have to wait some time before Bombay is placed in more direct communication with Northern India. The Chairman has referred to a local matter which is in my opinion one of the extreme importance. I allude to the establishment of a Bachelor of Commerce degree at the University. I regard this as a move in the right direction. The youths of this city have hitherto in most cases been educated entirely on the wrong lines for the professions they ultimately take up, and most of us have experienced this when wanting clerks for ordinary, clerical work. A higher commercial education is not only desirable but is necessary in this important centre, and I am glad to see our Governor has this question before him.

The Chairman has alluded to legislation which is likely to be effected to provide for the better control of life assurance companies. I have no doubt that legislation in that direction is most needful, but I also consider it is most necessary in the direction of the audit of institutions calling themselves banks. I am aware the question of banking in the Bombay Presidency has had the attention of the Committee, but I hope the whole question will not be allowed to remain where it is. Mr. Armstrong has made reference to the improved facilities which the recent alterations of the original design of the Alexandra Docks are likely to afford. There has been a good deal of criticism, and I think rightly so, of the original plans of the new docks and the delay that has occurred in getting the work finished. There have, of course, been almost insurmountable difficulties from the commencement and as time has gone on it has become evident to most of us that errors were made in the original design. The Port Trustees have from time to time endeavoured to put these mistakes right, and I think in most cases have succeeded. I can only tell you that the earnest wish of all the Trustees of the Port is that we should have the most efficient up-to-date docks in the world, and though the deferred date of their completion has tried our patience to the utmost, I believe that another two years should see them finished. Since the Trustees have had the benefit of expert railway opinion on the Board in the shape of the agents of the two large lines running into Bombay much headway has been made in satisfactorily connecting the docks up with the main lines, and difficulties that before seemed beyond solution have smoothed themselves out in an incredible fashion.

There is, gentlemen, no reason to take a pessimistic view of the new Alexandra Dock two years before it is opened as there is a tendency to do in certain quarters. We can never now get over such difficulties as the Flagstaff shoal immediately in the course of the approach to the dock except by spending further enormous sums of money, nor can we undertake the deepening of the whole of the harbour which shows a strong tendency to silt up, but in spite of these drawbacks, I repeat, the Alexandra Docks when finished will be capable of dealing with large quantities of cargo in such a way hitherto unknown in this country. All we want is the produce to handle and for this we are in a great measure dependent on the railway companies which feed Bombay. I am glad to see that the Railway Board are alive to the fact that the trade of this country is expanding so rapidly that more wagons are urgently required to relieve the congestion of traffic. Not only has our cotton into Bombay been seriously delayed this season largely owing to want of sufficient rolling stock, but steamers have been detained at Calcutta for the same reason, and I heard only a few days ago of a vessel being on demurrage there for a matter of weeks waiting for her coal cargo. These delays are in some cases, I believe, still attributed to the effects of the Delhi Durbar, but I think it would be more correct to look for an older cause than this.

There is one other matter I would like to refer to and that is the proposal of erecting a suitable pavilion at the official landing place at the Apollo Bunder. It is a project I have always advocated and I think it is an excellent way of commemorating their Imperial Majesties' visit to India. As you all know the Government of India and the Bombay Government are prepared to grant a large proportion of the eight lakhs required for the building, and I hope the three public bodies in Bombay, the Corporation, the Improvement Trust, and the Port Trust, will come forward with the balance required for the purpose.

Gentlemen, with these remarks I beg to support the adoption of the Report.

COST OF NEW DOCKS.

The Hon'ble Sir Henry Procter, Kt., said:—Gentlemen, in supporting the adoption of the Report I should like to make a few remarks. As regards the transfer of the Capital to Delhi, I quite agree with what the Chairman has said, and I think any one who has

closely followed the course of Indian affairs during the past few years will admit that the transfer, looked at from the point of view of the Indian Empire as a whole, is a most politic one and one which is likely to have great results in the future. I do not myself believe that Calcutta will in any way suffer commercially from the change, but I would point out that if she does it will only emphasize the fact that she has benefited by the Capital being located there at the expense of other parts of India. I think it is absolutely right and for obvious reasons that the Supreme Government should not be located in the same city as a Local Government and that being so, and the change being desirable, there could not have been a better choice than Delhi for the new Capital both on account of its associations and its central situation. The only drawback, which I can see to the choice is the question of its healthiness, but as the whole new capital is to be laid out afresh I see no reason why this should not be overcome.

Auditors.

I should like to refer to the question of auditors and their duties. It appears to me that at present many auditors do not sufficiently protect shareholders. What shareholders want to know is that their property is what it is represented to be in the balance sheet. Now in a mill one of the most important items is the stock and the prices it is valued at. The same applies to a mine and as regards a Bank the most important thing for the shareholders to know is whether the valuation of the securities held by the Bank either as its own property or against loans advanced by it is correct and in accordance with current prices. It seems to me that in these matters shareholders often do not get the protection they should get from auditors, and I think it is a matter that the incoming Committee should take up, and if they consider advisable they might address Government on the matter with a view to getting provision made for it in the revised Companies' Act, if it is not too late now to do so.

There has been a great deal said and a great deal written during the past years about a gold currency, opening the Indian Mints to the coinage of gold, etc., but might I suggest that, while they are all very important matters, we should take up one at a time and that at first we should concentrate our energies on what I consider the most important matter and that is to stop the investment of our Gold Reserve in sterling securities and build up the reserve in actual gold—

part to be held in India and part in London. If we press for this and this only, Government will recognise we are in earnest and sooner or later we shall get what we want, but if we address Government about so many matters all at once we shall probably get nothing. No, let us concentrate on one thing at a time and having got it then go on to another, if we think it advisable to do so.

PORT TRUST.

With reference to what our Chairman has said I should like to add a few remarks. As the oldest of your representatives on the Port Trust, I think it only right to do so, as otherwise, judging by the statements that are made from time to time in certain newspapers, you might think that the Port Trust had plunged into unwarrantable expenditure and your representatives were not watching your interests in the way in which you are entitled to expect they should do. Now I cannot go into any lengthy explanation as to what has been done as it would take too long and serve no good purpose, but I would just like to take up and answer 3 criticisms which have been especially levelled against the Trustees:—(1). That the facilities provided by the Trustees are absolutely inadequate for trade and consequently the docks are congested and the trade suffers. (2). That the Trustees have embarked on costly and unwarranted schemes which must result in serious financial embarrassment. (3). That the Trustees are constructing their Railway and arranging the lines and sidings in the Docks without consulting or obtaining the co-operation of the G. I. P. and B. B. & C. I. Railway Companies. The answer to the first criticism is in the affirmative and it was because the facilities provided both as regards Docks and Railway connections were so absolutely inadequate for the rapidly increasing trade that the Trustees undertook the construction of the new Docks, and the only real fault that in my opinion can be found with them is that the work was not taken in hand earlier. When our late Chairman, Sir Walter Hughes, took up the question of a new Dock he realized that, if the trade was to be adequately dealt with and up-to-date Railway facilities provided which now-a-days are the only method of working Docks expeditiously, radical changes would have to be introduced. The matter was gone into most carefully and resulted in the Mazagon-Sewri Reclamation scheme to provide the necessary accommodation for trade purposes in connection with the new system for working the Docks. As I said in this room two

years ago, I think we owe much to Sir Walter Hughes for his foresight in thinking out and starting this project, and I feel sure that, if the present generation have their doubts about it, the future ones will realize the debt they owe to Sir Walter Hughes.

Cost of New Docks.

Now as regards the cost of the new Docks, it is true that it will greatly exceed the original estimates, but very good reasons can be given for all the extra items of expenditure, most of which have been in the way of providing better facilities for trade, such as the widening the entrance lock to 100 feet, etc., all of which are necessary. One large item in the increased expenditure is in interest out of capital due principally to the delay in completing the Docks. We all deplore the delay which has taken place in the construction of the Docks, but this is due to no fault of the Trustees who took every means in their power from the beginning to expedite the work by offering a bonus, etc., and it is foolish to blame them for a matter over which they had no control. As our Chairman has told us, the Port Trustees have built up a large Revenue Reserve Fund to supplement the revenue during the first few years after the Alexandra Dock is opened and from a very careful forecast prepared for Government by a Special Committee of the Trustees it is shown that in all probability this reserve will be sufficient to make up any deficiencies in the revenue during those years without imposing any extra charges on the trade. I think you will agree with me that if this is so the second criticism is neither fair nor correct. But further in reply to this second criticism I would ask, is not a new dock absolutely necessary, is not the reclamation at Sewri absolutely necessary to provide the space for trade requirements, and are not increased railway facilities absolutely necessary? If the answer to these three questions is in the affirmative, as I hold it must be, is it right to call the schemes unwarranted when trade demands them, or costly when they certainly could not be built cheaper to-day, and in the case of the Dock itself the cost would be far higher if the contract was to be placed to-day. Now, Gentlemen, as regards the last criticism it is quite wrong to say that the Port Trustees have come to any decision as regards Railway arrangements without consulting the two Railway Companies. All plans have been submitted to them and to this Chamber and the latest revised arangements have been decided upon in full co-operation with the Railway Companies and with the

approval of this Chamber. I want this to be quite clear. It is true that formerly there was not that co operation between the Port Trust and the Railway Companies such as exists to-day, but your Chamber recognising the necessity of such co-operation asked Government to arrange for the two Railways to be represented on the Trust and this was done with, I venture to think, the best results in the interests of all concerned. I trust these few remarks supplementing those of our Chairman will show you that your representatives are mindful of your interests and that the Port Trust's activities are on a sound basis and in the interests of trade.

Customs Holidays.

Mr. Jivandas Pitamber said:—Gentlemen, I have much pleasure in supporting the proposition for the adoption of the Report for the year under review. After the very able and elaborate speeches that we have just heard, I do not propose to take up your time by making any lengthy remarks. I will express my ideas in a few words.

Gentlemen, with a view to remedy one of the grievances of the shipping firms, I would suggest that all Customs Holidays should be Charter-party holidays, as otherwise much inconvenience is caused to all the shippers and to those connected with shipping. It is true that provisions have been made to have the customs passes made on such holidays, but shippers do not care to take advantage of those provisions unless forced to under urgent circumstances, as they have to pay extra fees in all such cases. It is hardly fair that the days on which the shippers cannot get their custom passes made in the usual manner and the charterers and agents cannot clear their vessels should be called working days. I wish that the incoming Committee will take up this matter for their serious consideration.

Income-Tax.

As regards the "Income-tax," so much has been said at previous meetings that I would not say anything at all on this point at this meeting, except expressing a wish that whenever opportunity occurs this Chamber will do its best to get this irksome tax abolished.

Gentlemen, before concluding my remarks I would like to say a few words in connection with the year 1911. It was a memorable year, and will always be regarded as such in the annals of Indian History. Just as we have "red-letter" days, I would call the

year 1911 a "red-letter" year. Never before had a European monarch set his foot on Indian soil as the Emperor of India. Many important changes have taken place in consequence of the Visit of King George V and his illustrious Consort. At a meeting like this, it is not necessary to describe what an immense good the visit of their Imperial Majesties has done to India, but it would be sufficient to say that the effects of this Royal Visit will be far-reaching. In conclusion, I would heartily endorse the suggestion made at the Public Meeting the other day by the Honourable Mr. William Graham that the 12th December should be declared a Public Holiday for all time to come.

WATER AT COLABA FIRE.

Mr. A. M. Tod remarked that he wished to say a few words in regard to what had fallen from the Chairman with reference to the shortage of water supply. The question was a most serious one and it was forcibly and painfully brought to the mind of those who were present at the cotton conflagration at Colaba on Tuesday last when they witnessed a serious delay in the water-supply. The present shortage of water-supply was due to the deficient rainfall during the last year. There was however plenty of water in the Tansa Lake which could supply 60 million gallons a day, but it was impossible to bring that water to Bombay unless the Tansa mains were duplicated. The question of duplication of the Tansa mains had been hanging fire owing to various reasons but it was now practically decided to duplicate the mains, which would involve a cost of one crore of rupees. They had a cut and dry scheme prepared n August last and it was being considered by the Engineers. The Bombay Municipal Corporation would very probably go to the Government before long with an application for raising the necessary loan. The duplication of Tansa mains would take some time yet. In the meanwhile the Committee would do well in drawing the attention of the Corporation to the delay caused in the supply of water. In the interests of trade they should occasionally write to the Corporation on the subject of deficient water-supply. If their complaint about the water-supply was not attended to, the underwriters would have to raise the insurance rates in order to protect their interests.

DISCHARGE OF COAL.

Mr. N. N. Wadia complained about the absence of facilities for unloading coal in Bombay and hoped that the Committee would

take up the matter and represent to the Port Trustees the need of granting those facilities.

The report was then adopted.

Mr. N. S. Glazebrook proposed and **Mr. Marshall Reid, C.I.E.,** seconded :—"That the thanks of the Chamber be tendered to the Chairman, Deputy Chairman and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year."

The resolution was carried.

The Hon'ble Sir J. Begbie proposed, **Mr. N. S. Glazebrook** seconded and it was agreed:—"That the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1912—Mr. J. St. J. Graham; Mr. J. Greig; Major H. A. L. Hepper, R.E.; Mr. Malcolm N. Hogg; Mr. J. N. Metaxa; Mr. Marshall Reid, C.I.E.; Mr. L. Volkart."

The Hon'ble Mr. W. L. Graham proposed, **Mr. W. H. Ogston** seconded and it was agreed :—"That the resolution passed by the Chamber on 25th January 1888 regarding ship freight outwards from Bombay payable in Bombay be altered as follows:—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand, and that the rate ruling at the close of a mail shall be the rate applicable for Bills of Lading presented during the subsequent week, on difference of freight 4½ per cent. as customary in the case of sailing ships and 1½ per cent. for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

Mr. L. Volkart proposed, **Mr. W. Denso** seconded and it was resolved that the Tonnage Scale of the article "Cut copra in bags" be altered from 11 cwts. to 10 cwts. to the Steamer Ton.

Mr. J. N. Metaxa proposed, **Mr. W. Denso** seconded and it was resolved that the Tonnage Scale of Castor Seed be amended to read as follows:—

Castor Seed known as Bold Cawnpore description and mixtures containing more than 2% of such	... 10 cwts. to the Steamer Ton.

Castor Seed, other sorts, not containing more than 2 % of the Bold Cawnpore description ... ...13 cwts. to the Steamer Tou

The Hon'ble Mr. H.R. Greaves proposed, **Mr. J. S. Wardlaw-Milne** seconded and it was agreed that Messrs. A. F. Ferguson & Co. be re-elected auditors of the Chamber's accounts for the year 1912.

Mr. Marshall Reid, C.I.E. proposed and **Mr. J. Greig** seconded:—That the Hon'ble Mr. C. H. Armstrong and Mr. W. C. Symes be elected Trustees of the Chamber's Provident Fund for the current year.

A vote of thanks to the Chairman terminated the proceedings

Bombay Chamber of Commerce.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1912.

The annual ballot for the office of Chairman took place on the 10th January 1912, and resulted in the re-election of **the Hon'ble Mr. C. H. Armstrong** as Chairman for the current year.

ELECTION OF DEPUTY CHAIRMAN FOR 1912.

The ballot for the above office took place on the 17th January 1912, and resulted in the election of **Mr. W. C. Symes.**

LEGISLATIVE COUNCIL OF THE GOVERNOR GENERAL OF INDIA.

Chamber's Representative.

Mr. R. G. Monteath, the Chamber's Representative in the Legislative Council of H. E. the Governor General of India, having resigned his seat, a ballot was held on the 17th May 1911, and resulted in the election of **Mr. C. H. Armstrong.**

PORT TRUST.

Chamber's Representatives on the Board.

The term of office of **the Hon'ble Sir Henry E. E. Procter, Kt.,** and **Mr. W. C. Symes** expired on the 31st March 1911. A ballot was held on the 8th March, and resulted in the re-election of **the Hon'ble Sir Henry Procter** and **Mr. Symes** for a further period of two years.

The Hon'ble Mr. R. G. Monteath, on being transferred to Calcutta, resigned his seat on the Board. A ballot was held on the 22nd March to fill the vacancy, and resulted in the election of **Mr. D. Carmichael.**

The Hon'ble Sir Henry Procter, on proceeding to Europe, obtained leave of absence from the Board Meetings from 15th April to 1st November 1911, and **Mr. T. W. Birkett** was elected to act for him during his absence.

SUB-COMMITTEES.

Following the procedure adopted in former years, the undermentioned Sub-Committees were appointed to assist the General Committee during the year 1911 :—

IMPORTS.

R. H. Brooke, Esq.	W. M. Ross, Esq.
J. St. J. Graham, Esq.	T. Zouros, Esq.
L. McIlwrick, Esq.	

DOCKS AND RAILWAYS.

D. Carmichael, Esq.	W. H. Ogston, Esq.
F. W. Hanson, Esq.	A. C. Rumboll, Esq.
J. N. Metaxa, Esq.	W. C. Symes, Esq.

SHIPPING AND EXPORT.

The Hon'ble Mr. W. L. Graham.	T. W. Birkett, Esq.
	Walter Denso, Esq.
The Hon'ble Mr. N. S. Glazebrook.	A. J. Raymond, Esq.
	L. Volkart, Esq.

FINANCE.

The Hon'ble Mr. W. L. Graham.	J. Greig, Esq.
	J. N. Metaxa, Esq.
The Hon'ble Mr. J. Begbie.	J. Murdoch, Esq.

MEMBERSHIP OF THE CHAMBER.

The total Membership of the Chamber on 31st December 1911 was 111 as compared with 109 at the end of 1910.

The following are the names of those elected during the year under report :—

Messrs. Crompton & Co., Ltd.—Proposed by the National Bank of India, Ltd., and seconded by Messrs. Marshall Sons & Co., Ltd.

The Eastern Bank, Ltd.—Proposed by Messrs. E. D. Sassoon & Co., and seconded by Messrs. David Sassoon & Co., Ltd.

Messrs. Croft Mody & Co.—Proposed by Messrs. Fleming Shaw & Co., and seconded by Messrs. A. F. Fergusson & Co.

The Russo-Asiatic Bank.—Proposed by the Chartered Bank of India, Australia and China, and seconded by the Mercantile Bank of India, Ltd.

Messrs. Weld & Co.—Proposed by the National Bank of India, Ltd., and seconded by Messrs. A. Moritz & Co.

The Bombay Gas Co., Ltd.—Proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. A. F. Fergusson & Co.

The following ceased to be members :—

Mr. Arthur K. Leslie.

Messrs. Dutton Massey & Co.

Messrs. George Service & Co.

Messrs. Latham & Co.

SECRETARY OF THE CHAMBER.

(See *Report*, 1910, *page* 4.)

The Secretary of the Chamber, Mr. J. B. Leslie-Rogers, proceeded to Europe on leave for six months on the 20th May 1911 and on the 5th October tendered his resignation, which was accepted by the Committee with effect from the date of expiry of his leave.

ADDRESS OF WELCOME TO THEIR IMPERIAL MAJESTIES.

It was decided to present an Address of Welcome, on behalf of the Commercial Community of Bombay, to Their Imperial Majesties the King-Emperor and Queen-Empress on the occasion of the visit of Their Imperial Majesties to India for the Imperial Durbar at Delhi. A Special Committee, consisting of the Chairman and Deputy Chairman of this Chamber, the Millowners' and Cotton Trade Associations, and the Indian Merchants' Chamber and Bureau, was accordingly formed, and an address drawn up, which was ultimately presented in a casket to Their Imperial Majesties through the Government of Bombay.

A copy of the Address, together with the reply received from their Imperial Majesties through the Bombay Government, will be found in Appendix **A.**

TONNAGE SCALE.

Cut Copra in Bags.

(See *Report*, 1889, *pp.* 86, 638 ; 1910, *pp.* 5, 122.)

It will be remembered that in 1910 the Cochin Chamber stated that they contemplated altering the scale for **cut copra in bags** from 14 cwts. to 12 cwts. per steamer ton of 50 cubic feet to bring it into line with that obtaining at Colombo,

and asked whether this Chamber would agree to make a corresponding alteration in the Bombay Schedule, say from 11 cwts., the present scale, to 9 cwts. to the steamer ton of 40 cubic feet. It was decided, however, to have a test of the article here before making any change.

It was found later that a sufficient quantity of the article, as exported, could not be obtained to make a proper test, and it was consequently decided, subject to confirmation at the next general meeting of the Chamber, to alter the scale from 11 cwts. to 10 cwts. to the steamer ton, so as to bring Bombay into line with other ports from which the article is shipped. Members were requested to adopt provisionally the new scale.

OFFICIAL RECOGNITION OF CHAMBERS OF COMMERCE.

The Upper India Chamber of Commerce approached the Committee in July 1911 requesting to be informed whether this Chamber agreed in the conclusion, arrived at by that Chamber, that the time had arrived when Government might make some declaration as to the position of existing Chambers of Commerce and place a limit on the number of additional Associations of the kind which would be accorded official recognition. The Upper India Chamber asserted that for some time past it had been noticeable that numerous "Chambers of Commerce" or analogous associations have been coming into existence which had no real title to the designation they assumed.

The Committee, while sympathising with the Upper India Chamber in the matter, felt they could not recommend any action being taken by this Chamber. It did not appear to them at all likely that Government would make the declaration the Upper India Chamber proposed asking for, because

in reality there was no such thing as "official recognition" of Chambers of Commerce by Government, though, of course, a tacit understanding did exist between the various European Chambers and the Local and Imperial Governments.

The Upper India Chamber was therefore informed accordingly. (*Appendix* **B.**)

GOVERNMENT PUBLICATIONS.

The following notice regarding the Publications of the Imperial and Local Governments was sent out for the information of members :—

It may be taken for granted that all the Bombay Government Acts and Rules relating thereto and all reports of a statistical nature issued by the Local Government, can be purchased at the Book Depôt in Apollo Street, Bombay.

All the Government of India Acts and Rules relating thereto, Statistical Returns, Reviews, and, in fact, all publications issued by, or with the authority of the Imperial Government, can be purchased from the Superintendent of Government Printing (India), Calcutta.

To meet the requirements of the Public, however, the Bombay Book Depôt keeps in stock such of the Imperia Government publications for which there is a regular demand here, and members are, therefore, advised to try the local office before writing to Calcutta.

STAMPING OF DUPLICATE RECEIPTS.

The Karachi Chamber in August 1911 drew the attention of this Chamber to a circular letter that had been issued by the local Stamp Office in which it was pointed out that **Duplicate Receipts** require to be stamped one anna the same as the originals, quoting in support, article 25, clause (*a*)

Schedule I, of the Stamp Act. The Karachi Chamber were of opinion that duplicate receipts do not require to be stamped and it had not been the practice in Karachi to stamp them. They therefore enquired as to what was the procedure followed in Bombay.

It was at the same time mentioned that one clause had been suggested as bearing on the point, *viz.*, that receipts for money for which no consideration had been received required no stamp. It was thought, however, this might be argued as referring only to the acknowledgment of gifts charitable and otherwise.

In reply the Karachi Chamber were informed that, in the opinion of the Committee, there could be no doubt that a "duplicate" receipt did require a stamp, but a "copy" did not. The latter, however, if unstamped, could not be used as direct evidence, and on this point reference was invited to Sections 63 and 65 of the Evidence Act.

It was added that the Committee were unable to say whether all "duplicate" receipts in Bombay were stamped, but some certainly were and all should be. They were also of opinion that if a second receipt were for no legal purpose, it would be sufficient if it were marked "copy" and not stamped. (*Appendix* C-1.)

REVENUE ADHESIVE STAMPS.

(See *Report*, 1910, *pp.* 10, 145.)

The Chamber, in October 1910, suggested to the Government of India that a new set of **Revenue Adhesive Stamps** of the following denominations might be issued :—

1,2,3,4,5,6,7,8,9,10 and 15 annas, Re. 1-4, Re. 1-9, Re. 1-14, Rs. 2-3, Rs. 2-8, Rs. 2-13, Rs. 3-2 and Rs. 5.

It was contended that certain of these stamps might prove useful for the purpose of stamping Agreements, Guarantees, etc.

It was also suggested that adhesive stamps might be used for stamping contracts for the sale and purchase of Bills of Exchange and also Government Paper Contracts.

A copy of the Chamber's letter, above referred to, was submitted by the Government of India to the various Chambers of Commerce and Local Governments for an expression of opinion, with a request that due weight might be given to the particular danger of fraudulent use to which adhesive stamps are exposed.

The Bengal Chamber forwarded this Chamber a copy of their reply to the above letter from Government, from which it appeared that the conclusions arrived at by that Chamber were briefly:—

(1) They considered that a new set of adhesive stamps would be useful and might be issued; but

(2) They recommended that the practice of stamping share transfers and brokers' notes with adhesive stamps should be first legalised; and

(3) They objected to any extension of the use of adhesive stamps to instruments, such as Agreements, Guarantees, etc.

A letter was at the same time received from the Punjab Chamber intimating that they were in sympathy with the suggestion of this Chamber and were prepared to support it.

The Committee, however, on reconsidering the whole question, and in view of certain objections that had come under their observation, informed the Punjab Chamber that they

thought it would not be advisable to extend the use of applying adhesive stamps to instruments, such as agreements, etc. They, however, still considered that a new set of adhesive stamps would be useful, but agreed, as recommended by the Bengal Chamber, that before the issue of such stamps, the practice of stamping share transfers and brokers' notes with adhesive stamps should first be legalised. (*Appendix* **C-2.**)

STAMP DUTY ON BILLS OF EXCHANGE.

Under the Indian Stamp Amendment Act VI of 1910 increases were made in the **stamp duty on Bills of Exchange** to the extent of 50 per cent. in the case of Bills exceeding Rs. 1,000 and of 20 per cent. on Bills from Rs. 600 to Rs. 1,000. No change was made however in the rates of duty for bills which did not exceed Rs. 600, the Select Committee in their report on the proposed Bill stating that it had been decided to retain the old rates on such bills so that small hundies and similar petty transactions would be exempted from the enhancement in duty. Presumably the duty on bills from Rs. 600 to Rs. 1,000 was increased to a small extent out of consideration for the small trader also. It appeared, however, that advantage was being taken of these concessions by many merchants when they had occasion to draw bills on one person to any large extent. For example, instead of drawing one bill for, say, Rs. 30,000 as formerly, they drew either 50 bills for Rs. 600 or 30 bills for Rs. 1,000 thus effecting a saving of Rs. 8-4-0 in the former case and Rs. 4-8-0 in the latter in stamp duty.

The above facts were brought to the notice of the Government of India by the Bank of Bombay, who mentioned, as an indication of the extent to which this sub-division of bills was carried on, with the object of securing the lower rate of stamp duty, that from April

to December 1910 Rs. 1,40,00,000 of bills of the nature referred to had been discounted at their office alone, over 60 lakhs of which were drawn in sums of Rs. 600 each and the remainder in bills of Rs. 1,000 each. As a further comparison they stated that, while the total value of bills discounted by them during the period mentioned was practically identical with that for the same period in 1909, the number of bills dealt with increased by over 60 per cent., *viz.*, from 18,000 to 29,000. This practice, the Bank further declared, had resulted in an enormous increase in the work of Banks and private persons who dealt in bills or hundies, and also in considerable additional expense; and, as loss to the Government revenues was also entailed, the Directors suggested that Government might consider the advisability of making the stamp duty on bills for amounts exceeding Rs. 400 and not exceeding Rs. 1,000 as nearly as possible the same percentage as in the case of bills for large amounts.

In forwarding the Committee a copy of the above representation to Government, the Bank of Bombay asked for the support of the Chamber.

The Committee, in addressing the Government of India on the question, stated they were of opinion that, as the enhanced stamp duties had not given general satisfaction, the interests of trade would be better served if the stamp duty on the larger bills could be reduced to the same percentage as that levied on the smaller bills, and beyond this difference they supported the representation of the Bank of Bombay.

In September 1911 the Bombay Government forwarded, for the opinion of the Chamber, a copy of bill further to amend the Indian Stamp Act, 1899, by which it was proposed to raise the duty on Bills of Exchange for amounts not exceeding Rs. 1,000 in the same ratio as the

enhancement which was effected in the case of bills for amounts exceeding Rs. 1,000 by the amending Act of 1910.

The Committee on reconsidering the matter informed Government in reply that they entirely concurred with the provisions of the Bill, and ventured to hope that it would be passed through all the remaining stages at the first meeting of the Council in January 1912. (*Appendix* **C-3.**)

RISE IN PRICES.

Towards the end of the year 1910 the Government of India appointed a Committee to conduct an enquiry into the **rise of prices in India.** This Committee consisted of Mr. K. L. Datta, a senior officer of the Finance Department, assisted by Mr. G. F. Shirras (recently Professor of Economics in the Dacca College) and Mr. S. K. Datta Gupta of the Finance Department. The terms of reference upon which Mr. Datta was asked to report were—

(1) What has been the actual rise in prices in India during the past fifteen years? Has this rise affected all commodities alike or is it specially marked in the case of food-grains? Are there marked differences in respect to enhancement of prices as between different areas?

(2) To what extent is the rise in the prices due to what may be styled "world factors" and how far may it be ascribed to local conditions?

(3) Does it appear that the rise is a permanent feature, or is it temporary only?

(4) If it be more or less permanent, what are its probable economic effects on the country as a whole and on the different sections of the community?

Later, Mr. Datta forwarded to the Chamber a list of questions indicating the points he proposed discussing with the members of the Committee, and requested that a meeting might be arranged. The members of the General Committee and the Finance Sub-Committee accordingly met Mr. Datta on the 4th October 1911 and discussed the whole question with him. At the same time written answers to the specific questions put by him were handed over to him.

Copies of the above questions and answers will be found in *Appendix* **D.**

BANKING IN THE BOMBAY PRESIDENCY.

The Government of Bombay in September 1911 informed the Chamber that some important questions relating to **Banking in the Bombay Presidency** had been brought to their notice and the Governor in Council wished to be favoured with the opinion of the Chamber before taking any action in the matter. They stated that it had been represented that there had been a considerable increase in the number of smaller country banks, and that these did not always restrict themselves to legitimate banking business; also that certain institutions called themselves banks, though they had no real right to that title. On the other hand it was reported that Joint Stock Companies, such as Cotton Mills, not infrequently accepted deposits and indirectly did business as bankers, a procedure that gave great opportunity for fraud.

It was further represented that the standard of the auditing of Joint Stock Companies, which was the principal safeguard of public interests, was often quite inadequate, especially in the case of small Insurance Companies.

Government accordingly requested the Chamber to favour them with their opinion as to the extent of the alleged evils

and as to the measures, either legislative or executive or both, which they recommended for remedying them.

The Chamber's opinion was requested particularly on the following points:—

(1) Should the Memoranda of Association of Joint Stock Companies be more strictly limited to one object than they are at present?

(2) What measures should be adopted to prevent Joint Stock Companies from entering into transactions outside the scope of their legitimate business?

(3) What steps should be taken to prevent institutions from describing themselves as Banks, when they have no legitimate claim to that title?

This question, it was pointed out, applied to—

(*a*) Companies that are registered under the Indian Companies Act, 1882;

(*b*) Unregistered Companies, such as Indian Pedhis.

(4) Should Public Accountants who have passed an approved test be registered by Government, so that the public may know when an accountant is a properly qualified man?

(5) Should the scope of the duties of Official Auditors, such as the Examiner, Local Fund Accounts (who is an Assistant Accountant-General) be extended to Joint Stock Companies?

(6) Generally, what measures are necessary for improving the audit of Joint Stock Companies?

The Committee, in the first instance, consulted several members of the Chamber, and after a full discussion of the question informed Government that they were unable, except

on the point of audit, to put forward any suggestions which they considered advisable or of a practicable character.

In the first place the Committee stated that though they admitted there had been a considerable increase in the number of smaller country banks, in the absence of a definition as to what may be called legitimate business for a banking concern they were unable to confirm the statement made by Government that these institutions did not always restrict themselves to legitimate banking business.

Also so long as the term "Bank" was undefined they were unable to confirm Government's contention that certain institutions called themselves banks though they had no real right to the title.

The Committee further stated that they did not know of any ordinary companies, apart from the Banks, which made a business of taking deposits and lending out the money.

The Committee agreed that the standard of the auditing of Joint Stock Companies was often quite inadequate and stated that they would be glad indeed if something could be done to remedy this. In this connection the Committee drew the attention of Government to the Chamber's letter of the 16th October 1909 (*see* Report for that year, page 181) in which it was stated that "as public companies are rapidly growing in India the time has now come for Government to form schools or classes of accountancy for a three or five years' course, a certificate to be then given on passing an examination." In this letter it was added that if this were done there would, in the course of a few years, be many qualified men in this country holding Indian certificates; and the Act might then be amended so that the power of shareholders in appointing Auditors might be limited to men who had obtained the necessary qualifications.

The Committee added that they were still of opinion that action of this kind was very desirable, and believed that if the accounts of Indian Banks and Joint Stock Companies were properly and carefully audited and then published, that the interests of shareholders and depositors would be safeguarded to a much greater extent than at present. It appeared to the Committee that this was the first step to be taken, and it was hoped that something might soon be done in this direction.

To the questions specifically put by Government the Committee submitted the following replies:—

(1) Presuming that this refers to Joint Stock Trading Companies the Committee did not favour the suggestion that their Memoranda of Association should be more strictly limited to one object than at present.

(2) The Committee had no suggestions to make under this head as in their experience it was not usual for Joint Stock Companies to enter into transactions outside the scope of their legitimate business.

(3) The Committee could not suggest any steps of a practicable character to prevent institutions from describing themselves as banks when they had no legitimate claim to that title.

(4) The Committee were of opinion that Government certificates should be granted to Public Accountants and that in course of time it should be enacted that the accounts of all banking and Joint Stock Companies should be audited by such men. As suggested in their letter above referred to Government should however retain the power to withdraw a certificate for incompetence or other sufficient cause.

(5) The Committee preferred, so far as banks and Joint Stock Companies were concerned, that audit work

should be done by public accountants registered by Government and did not favour the suggestion that Government official auditors should be appointed for such duties.

(6) The Committee were not in a position, at present, to formulate proposals regarding the method of audit and the form of certificate to be granted; but from the foregoing it would be apparent that an efficient system, with publicity, was in their opinion very desirable and if later the Committee could be of any assistance to Government, in this connection, they would be very glad to give the matter further consideration. (*Appendix* **E.**)

LIFE ASSURANCE COMPANIES BILL.

In October 1911 the Government of Bombay forwarded to the Chamber for opinion a copy of a Bill, the object of which was to provide for the better control of **Life Assurance Companies** in India. It was pointed out in the Statement of Objects and Reasons that hitherto the operations of such companies had been regulated by the Indian Companies Act, 1882 (VI of 1882). It was considered that the provisions of the Indian Companies Act were insufficient for the proper control of Life Assurance Companies in view of the growth of Life Assurance business in this country and that it was desirable to undertake legislation on the lines of the United Kingdom Life Assurance Law. The provisions of the Bill followed as closely as possible those of the Assurance Companies Act, 1909 (9 Edw. 7 c. 49) the only important deviations from the latter being—

(*a*) that no provision had been made for the regulation of insurance companies other than those undertaking life assurance, as it was considered

that the conditions of insurance in India did not at present call for such further legislation; and

(*b*) that the Governor-General in Council had been empowered (1) to take the initiative in applying to the Court to order the winding up of a company which appeared to be insolvent, and (2) to appoint inspectors in certain circumstances to examine into the affairs of a Life Assurance Company. In the United Kingdom, it rested with the public and the members of the Company to apply for the winding up of a company or the appointment of inspectors, but it was considered that more active measures on the part of Government were required for the protection of the less instructed public in India.

In commenting on the provisions of the Bill the Committee stated, *inter alia*, that they considered that a percentage of the Life Assurance Funds held against policies issued and remaining in force in India, should be invested in the following securities :—

1. Investments, mortgages, etc., as allowed by the Indian and English Trust Acts.
2. Indian Debenture Stock.
3. Indian Preferred Stock.
4. Indian Common Stock.
5. Purchase of land and buildings.
6. Loans on approved securities.

It was suggested that Indian Companies might be given, say, 5 years in which to bring their present investments into line with these regulations, and further that it should be

provided that no loan should be made to a Director, Manager, Agent or Employee of an Indian Company except on the surrender value of a policy of the Company.

The Committee also suggested that at an early date Government might legislate in connection with certain points of a legal nature which are, at present, a source of trouble to Insurance Companies: such as the following:—

Assignments.

Settlement Policies.

The title to be produced by members of an undivided Hindu family, and so on. (*Appendix* **F-1**).

PROVIDENT INSURANCE SOCIETIES BILL.

The Government of Bombay forwarded to the Chamber, for opinion, a copy of a Bill, the object of which was to provide for the better control of **Provident Insurance Societies,** that is, Societies not being Life Assurance Companies proper, which undertake insurances on births, marriages and deaths.

In the Statement of Objects and Reasons it was mentioned that the attention of the Government of India had, from time to time, been drawn to the existence of large numbers of such Societies in different parts of India, and to the unsound business methods employed by them. In 1898, the advisability of undertaking special legislation, with reference to the Societies then existing in considerable numbers in Bengal and Bombay, was taken into consideration; but, after consultation with the local Governments concerned, it was decided to defer legislation until the true nature of the movement had declared itself more clearly and until the effect of a more strict enforcement of the provisions of the Indian

Companies Act could be determined. The number of Societies in Bengal and Bombay had since then greatly decreased; but a large number had in more recent years come into existence in Madras, and the Government of Madras had made a representation on the subject which established clearly the fact that the provisions of the Indian Companies Act were insufficient to control the undesirable tendencies of the movement. It had accordingly been decided that legislation to control these societies should be undertaken, and this Bill had been framed accordingly.

The main provisions of the present Bill were designed to secure (1) that all societies of the nature of those defined in the Bill should be registered; (2) that full publicity should be given to the proceedings of the societies; (3) that Local Governments and Administrations should be empowered to deal effectively with Societies which were demonstrably fraudulent or insolvent. These measures, while controlling the operations of societies working on unsound principles, would not, it was believed, interfere with the development of Provident Societies of a useful character.

In commenting on its provisions the Committee suggested that the Bill should be made applicable to all Provident Insurance Societies paying or undertaking to pay, on any Life Assurance Policy or Policies on any one life, an annuity exceeding Rs. 50 or a gross sum exceeding Rs. 500, or which receive or undertake to receive, by way of premium or contribution for Life Assurance on any one Life, any sum exceeding Rs. 250 where the said premium or contributions are payable for one year or a limited number of years, or Rs. 25 in any one year where the contributions are unlimited in number and terminable on death or the occurrence of an uncertain event.

The original Bill fixed the above limits at Rs. 100, Rs. 1,000, Rs. 500 and Rs. 50 respectively. (*Appendix* **F-2**).

INDIAN FACTORY BILL.

(See *Report* 1907, *p.* 102 ; 1908, *pp.* 26, 204 ; 1909, *pp.* 18, 183).

The Indian Factory Bill, to which reference was made in the Report for 1909, came up for discussion in the Imperial Legislative Council in March 1911, when the Hon'ble Mr. Birkmyre suggested certain amendments, the principal of which were that the adult working hours in textile factories should be from 6 a. m. to 7 p. m. and the working hours for children should be 6½ instead of 6 as recommended by the Select Committee.

The whole question was carefully considered by the committee who requested the Chamber's representative on the Imperial Legislative Council, the Hon'ble Mr. R. G. Monteath, to support the omission of clause 28, as proposed by Mr. Birkmyre, and to oppose the suggested increase in children's working hours from 6 to 6½, and also to oppose the elimination of clause 31, which limited to 12 the number of hours during which machinery might be kept running, and generally to support the other amendments only in so far as they did not prejudice the general principles of the Bill as presented by the Select Committee.

WHITE PHOSPHORUS MATCHES BILL.

A copy of a Bill to prohibit the importation, manufacture and sale of **Matches made with White Phosphorus,** with the Statement of Objects and Reasons, was submitted to the Chamber by the Bombay Government for opinion.

The Statement of Objects and Reasons set forth that it had recently been decided that India should become a party to the Berne International Convention of 1906, the object of which was to prohibit the use of white (yellow) phosphorus in matches, in order to eliminate absolutely the chance of the very painful disease, called "Necrosis" or "Phossy Jaw," occurring among the operatives in match factories.

The provisions of the present Bill, it was stated, followed as closely as necessary and practicable the lines of the English White Phosphorus Matches Prohibition Act, 1908.

The Committee's report on the Bill was to the effect that so far as the principal sources of supply were concerned the evidence before the Committee was contrary to the reason given for the proposed legislation in the Statement of Objects and Reasons. Until, therefore, evidence of a conclusive character had been obtained, the Committee were unable to assent to the preamble of the Bill that "it was expedient to prohibit the importation, manufacture and sale of matches made with white phosphorus."

Up-to-date evidence should, the Committee felt, be put forward to justify the preamble, but, so far as the principal sources of supply were concerned, the Committee believed it was not obtainable.

The import of such matches into India had been very large for many years and their popularity and usefulness were undoubted. The trade should not be stopped, therefore, until conclusive evidence had been obtained to justify the point now raised by Government.

As regards the manufacture of such matches in this country the Committee considered it could easily be controlled.

They did not think the necessity for the Bill had been proved and, in any case, deprecated undue haste in dealing with the matter.

For the full text of the Chamber's reply and for a copy of the Bill in question see *Appendix* **G.**

THE DECLARATION OF LONDON.

A communication was received in April 1911 from the Bengal Chamber of Commerce enquiring whether this Chamber proposed taking any action in regard to the **Declaration of London,** and, if so, in what direction it was contemplated moving.

After a careful consideration of the Declaration in all its bearings, the Committee came to the conclusion that to the British Empire, as a neutral, the Declaration was certainly advantageous. The question as to whether it was also advantageous as a belligerent was somewhat difficult to determine, and in the absence of the official translation of the "Code of Law," the Committee thought it might be dangerous to express a decided view. In communicating the above to the Bengal Chamber, the Committee stated that on the whole, subject however to such a definition of Articles 33, 34 and 35 that Great Britain would not be unduly prejudiced by her insular and geographical position, they were inclined to think from the information at their disposal that from the point of view of Great Britain as a belligerent the Declaration was also advantageous and might be ratified.

In acknowledging receipt of the above, the Bengal Chamber enquired whether, in the opinion of this Chamber, any action should be taken by the Indian Chambers in the way of recommending that the Declaration should be ratified by His Majesty's Government.

The Committee in reply suggested that the Government of India should be addressed, and requested to convey to the Secretary of State either by cable or letter the views of the two Chambers as follows :—

"That the Committees of the Bengal and Bombay Chambers consider the Declaration of London advantageous to the British Empire as a neutral. The question of Great Britain's position as a belligerent is more difficult to determine in the absence of the rules laid down against each provision, and if the English translation of Articles 33, 34 and 35 correctly expresses the original, Article 35 is confusing when read in conjunction with Articles 33 and 34. A careful revision of Articles 33 and 34 seems necessary, as also a definite understanding as to the application of Article 34, and if then Great Britain as a belligerent is not unduly prejudiced by her insular and geographical position, the Declaration, as a whole, may also be considered advantageous."

The Bengal Chamber accordingly wrote to the Government of India requesting that the views above expressed should be communicated to the Secretary of State for India, for transmission to His Majesty's Government.

It may be here mentioned that the Karachi Chamber cabled to the London Chamber in this connection that they were unanimously of opinion that the Declaration should not be ratified in its present form, while the Madras Chamber stated that as their members were divided in their opinion regarding the Declaration, they were unable to join in any representation to Government.

A copy of the Declaration as well as copies of all the correspondence that passed in the matter will be found in *Appendix* **H.**

PIECE-GOODS LIST.

(See *Report*, 1910, *pp.* 28, 226).

In November 1911 the Director-General of Commercial Intelligence informed the Chamber that he had under revision **the list of Cotton Piece-goods** and enquired whether the Committee had any suggestions to offer. He further intimated that the Collectors of Customs had no amendments or additions to suggest.

In reply the Committee informed the Director-General that they had no suggestions to offer. (*Appendix* **I-1**).

TARIFF REVISION.

(See *Report*, 1910, *pp.* 26, 195).

It will be remembered that the Government of India in 1910, in a letter to the Karachi Chamber, stated that they were unable to accept the proposal of that Chamber that the **Tariff Valuation of Sugar** for any one year should be based on an average of the three preceding years, as it would involve the abandonment of the principle that import duties should be levied on the real value of goods at the time of import.

In August 1911 the Government of India forwarded to this Chamber a copy of a letter that had been addressed by them to the Bengal Chamber of Commerce, in which it was stated that it had been decided to fix the tariff valuation of sugar each year on the average price of the preceding year. The year for the purpose of retrospect would run from the 1st October to the 30th September, and the following method would be adopted for calculating the monthly prices and for

communicating to the trade the established monthly rate on which the tariff valuation would be based :—

(*a*) A statement showing, in respect of each of the descriptions of sugar distinguished in Schedule IV of the Indian Tariff Act, 1894, the total quantity imported during the previous month and the average net price, established in accordance with Section 30 of the Sea Customs Act, would be submitted every month by the several Custom Houses to the Director-General of Commercial Intelligence;

(*b*) The Director-General of Commercial Intelligence would combine the figures reported by the several Provinces so as to establish for the stated month, and in respect of each of the scheduled descriptions of sugar, a correctly weighted average rate for all India ; and

(*c*) a statement showing, in respect of each of the said descriptions of sugar, the total imports into India in the stated month and the average value per cwt. as calculated on the returns received from the Custom Houses would be published in the *Gazette of India* and in the *Indian Trade Journal* for the information of the public ; and in supplementary columns of this statement would be given, month by month, a running total, showing the total imports into all India since the beginning of the year (1st October to 30th September) and the average net value per cwt. so far established, in order to enable merchants to keep tale of the probable rate of duty for the succeeding year.

The letter was duly acknowledged and recorded.

The Director-General of Commercial Intelligence met a Sub-Committee of the Chamber on the 22nd November and discussed with them the proposed amendments to the Tariff Schedule.

A copy of the revised schedule will be found in *Appendix* I-2.

EXCISE DUTY.

In March the Chamber's Representative on the Imperial Legislative Council (the Hon'ble Mr. R. G. Monteath) wired that the Hon'ble Mr. Dadabhoy of Nagpore intended submitting a resolution to the effect that, in view of the continued depression of the Indian Cotton Industry the Council recommended that the countervailing Excise Duty on Cotton Goods manufactured in India should be abolished. The Hon'ble Mr. Monteath wished to know if the Chamber desired that he should enter into the discussion and if so would the Chamber state its views.

In reply the Committee stated that they supported the view of Government expressed a few years ago, that, if the countervailing Excise Duty be abolished, the import duty of 3½ per cent. must also be abolished. Presuming Government would not entertain the Hon'ble Mr. Dadabhoy's proposal, the Hon'ble Mr. Monteath was requested to vote with Government.

EXPORT TAX ON COTTON.

In the early part of the year the Bombay Municipal Corporation put forward a proposal to levy a **tax** of four annas a bale **on all cotton exported** from Bombay, with the object of helping the Improvement Trust financially in connection with certain works that the Trust had in contemplation.

The Committee addressed Government on the question and requested that if it was at all likely that the proposal would be seriously considered by the Bombay Government, the Chamber might be given an opportunity of stating their reasons for strongly objecting to the tax.

Government in reply intimated that they had not up to then considered the proposal. (*Appendix* **I-3**).

WATERMARKED PAPER.

In August 1911 the Government of India issued a Circular to the various local Governments requesting that the Customs Authorities should be directed to admit, as properly marked, all consignments of paper in which the watermark constitutes a false description merely on the ground that the necessary counter-indication as to origin was omitted therefrom, provided that the indication of origin was correctly given on every wrapper in which any packet of such paper was made up.

As the orders in question appeared to be opposed to the provisions of the Merchandise Marks Act and it was doubtful if the Indian consumer would be quite sufficiently protected by the relaxed regulations (as paper was frequently sold in less quantity than a packet), the Committee in the first instance addressed the Collector of Customs in the matter and asked for any information he might be able to give.

The Collector stated that the relaxation conceded by Government in the matter of the strict application of the provisions of the Merchandise Marks Act to watermarks appeared to him to be fully justified by the fact that an incorrect watermark, unlike most other forms of marking, could not be corrected in India and the only logical course open was either to require, in all cases, the re-shipment of paper incorrectly watermarked or to relax the provisions of the Act as decided by Government.

He further pointed out that the orders of the Government of India only contemplated cases in which the watermark constituted a false trade description merely on the ground that the necessary counter-indication as to origin was omitted. In other words he did not read the orders as justifying the admission of non-British made paper which was watermarked "English made." Nor did he read them as justifying the use of a watermark which described foreign paper as being the product of an English manufacturer.

As the Committee were of opinion that the relaxed regulation would make the provisions of the Merchandise Marks Act more or less a dead-letter, so far as the sale and distribution of paper were concerned, they addressed the Government of India in the matter and strongly urged that the whole question should be carefully reconsidered and that the orders contained in the Notification above referred to be rescinded.

It is satisfactory to note that the Government of India have since cancelled the above Notification and have now reverted to the former procedure. (*Appendix* **I-4**).

SITE FOR NEW CUSTOM HOUSE.

(See *Report*, 1906, *pp.* 26, 223).

In view of the fact that the New Docks are likely to be completed during the next two years, the Committee addressed the Collector of Customs on the 12th August 1911, and enquired whether plans of, and estimates for, a **new Central Custom House,** that is to be erected, had been prepared or were in course of preparation ; also whether a suitable site had been selected and when the work was likely to be commenced. It seemed to the Committee that, unless the building was started forthwith, it would not be ready on the completion of the Alexandra Docks.

In reply the Collector intimated that the project had been discussed and plans had been prepared. The case was under the consideration of Government, to whom he proposed forwarding this Chamber's letter through the Commissioner of Customs. The Collector, however, stated that he was not in a position to say when the work was likely to be commenced. (*Appendix* I-5).

CUSTOMS PRIOR TO ENTRY SYSTEM.

(See *Report* 1910, *pp.* 22, 185).

As will be seen from the Report for 1910, the Collector of Customs forwarded to the Chamber notes on certain changes which he intended introducing in the working of the Custom House. One of the principal alterations proposed was the entry of goods at the Customs prior to the arrival of the steamer concerned. This system was duly introduced from the 1st April 1911. The Chamber was furnished by the Collector with copies of the Rules governing the new procedure, and these were circulated among members interested, for their information. (*Appendix* I-6).

TRADE AND NAVIGATION RETURNS.

In November 1911 the Collector of Customs, Bombay, brought to the notice of the Chamber that in the Annual Statement of the Trade and Navigation of the Presidency of Bombay, compiled by the Customs Department, the table of general imports, foreign trade (No. 16 of Part I) shows separately, in addition to the articles prescribed by the Government of India for Import Trade Statistics, about 244 articles which are specified in the Schedule (import) of the Indian Tariff Act of 1894. The Collector stated that in the case of some 80 or 90 of these articles (a list of which was submitted to the Chamber), the annual value of the trade is inconsiderable and is less than Rs. 5,000, and the separate recording of statistics under these heads adds perceptibly to

the work of the Statistical Branch. The Collector added that he had under consideration a proposal to discontinue the registration of statistics under these heads, but before coming to a decision on this point, he wished to have the opinion of the Committee as to whether there was any objection, from the point of view of the mercantile public, to this proposal.

The Committee in reply stated that they were of opinion that all the items enumerated by the Collector might be omitted from the Annual Statement with the exception of the item "Molasses, from Java." (*Appendix* **I-7**).

TRANS-PERSIAN RAILWAY.

In October 1911 a telegram was received from the Karachi Chamber intimating that they had wired to the Government of India protesting against the hypothecation of Persian revenues to the support of a local Persian Railway to the Persian Gulf. That Chamber urged that the larger scheme of linking up the Russian and Indian Railway systems was more deserving of support, and requested that the British Government be asked by cable not to assent to the hypothecation of Persian revenues, as referred to above, till the claims of India for Railway communication with Persia and Europe were first thoroughly considered. The Karachi Chamber hoped that this Chamber would support their representation.

The Committee, however, could not see their way to approach Government on the subject and informed the Karachi Chamber accordingly. (*Appendix* **J**).

RAILWAY RISK NOTES, B. & H.

PROPOSED ASSIMILATION OF ENGLISH AND INDIAN FORMS.

(See *Report* 1910, *pp.* 49, 288).

It will be seen from last year's report that the Committee were awaiting replies from the various Chambers in India in

connection with the proposal to assimilate the **Indian Railway Risk Notes, B. & H.**, to those in use in England before replying definitely to the Railway Board on the subject.

Replies were subsequently received which showed that the Karachi and Madras Chambers were in favour of the proposal, while no action was being taken by the Upper India Chamber.

The Bengal Chamber on the other hand were of opinion that the risk note might be allowed to continue in its existing form for some time longer. Their reason for making this suggestion was that they understood the Railways would raise their rates if their liability under the note were enlarged.

The Committee gave the whole question their best consideration and, as they were of opinion that the assimilation might lead to increased charges upon trade, they informed the Railway Board that it was not advisable, at any rate at present, to alter the two Risk Note forms in the manner suggested by the Board. (*Appendix* **K-1**).

DAMAGE BY FIRE TO GOODS IN TRANSIT BY RAIL.

(See *Report* 1910, *pp.* 44, 279).

The Bombay Fire Insurance Association informed the Committee in March 1911 that their attention had been drawn by a member to a copy of a letter from the General Traffic Manager, G. I. P. Railway, which had been circulated among the members of the Chamber, notifying that the Railway Company would not be responsible for any **damage to goods arising from fire.** They stated that from para. 2 of this letter it would appear that cotton was frequently carried in specially constructed spark-proof wagons, that the engines were fitted with spark arrestors, and that as far as the Railway was concerned everything possible was

done to protect the goods against fire. The Association, however, stated that from a report received from a member it would appear that the method of conveying cotton did not always coincide with the statements made in the Traffic Manager's letter. In view of this report and the fact that the Committee of the Association understood that the new 40-ton open bogie trucks had been specially constructed for the cotton trade, they requested that the Chamber would be good enough to ask the Railway Company whether they had abandoned the idea of carrying cotton solely in spark-proof trucks.

The Association at the same time drew attention to the casual way in which a certain fire had been dealt with. In reply to a communication as to why consignees were not apprised immediately on the fire occurring, the Railway Company had stated that they accepted no responsibility as to advice, in fire cases, being sent to consignees as soon as the fires occurred. It was alleged that instances had come to the knowledge of the Association's Committee in which consignees did not hear of the fire till long after its occurrence.

It was further mentioned that the Railway Company in the concluding para. of their letter, above referred to, had stated that the risk of fire was one that should be covered in the usual way by insurance, but the Committee of the Association asked the Chamber to point out to the Railway that the existing rates for insurance were fixed on the assumption that the bulk, if not all, of the traffic would be in "spark-proof wagons," and that the engines would in all cases be fitted with spark arrestors. If the conditions were not as assumed, and if cotton were carried in open trucks without adequate protection and exposed to the danger of sparks from engines not fitted with spark arrestors, the Association would have to consider the question of increasing the insurance rates to a figure commensurate with the degree of risk involved.

The Committee of the Chamber, after consulting the Traffic Manager of the Company, informed the Fire Insurance Association that the consignment of cotton referred to by them was loaded in open wagons covered with tarpaulins, and that this practice had been followed for years. The covered stock of the G. I. P. Railway does not permit of the whole cotton crop being moved in covered wagons, and if this were to be insisted upon, there would be great delay in moving the crop. The Committee were further advised that the G. I. P. Railway had never undertaken to carry the whole crop in covered wagons, and to do so was apparently impossible. The bulk of the cotton on this Railway was said however to be carried in covered spark-proof wagons and the Railway denied that the open bogies referred to were especially built for this trade.

As regards the delay in advising the consignees of the cotton burnt, to which attention had been drawn, it was understood that the Railway Company admitted and regretted this, excusing themselves on the ground that it was owing to reference having to be made to the forwarding station to ascertain to whom the goods belonged. Steps were, however, being taken which the Committee hoped would enable prompt advice to be given in future.

Later in the year the Bombay Underwriters' Association forwarded to the Chamber a copy of correspondence that had passed between a member and the G. I. P. Railway with reference to damage that had been caused by fire to certain goods in transit, and complained that the Railway authorities had refused to furnish information regarding the cause of the fire. They asked that the Chamber's assistance might be given by approaching the G. I. P. Railway in the matter.

About the same time the Bombay Fire Insurance Association also addressed the Chamber in this connection and invited attention to the delay on the part of the Railway in

answering letters, the insistence on obtaining the consignee's consent before information was supplied to the Insurance Company and then a refusal to give any particulars. They also asked that the Chamber might take the matter up with the G. I. P. Railway.

The Committee on making inquiries were informed that there was no intention on the part of the Railway of being obstructive; on the contrary the latter were prepared and willing in all such cases to furnish information, so far as they were able, to consignees and Insurance Companies, provided the latter had obtained the consent of the former. In the cases cited, however, it would appear that the only question put to the Railway Company was "what was the exact cause of the fires?" The Committee understood that the cause of fires was, as a rule, unknown, as in the particular case mentioned; but if the other information required by the Fire Insurance Association had been asked for from the Railway, then the latter, no doubt, would have supplied it. As the Committee were of opinion that a sufficiently strong case had not been put before them to justify their addressing the Railway Company, they informed the Fire Insurance Association accordingly. (*Appendix* **K-2**)

RAILWAY RATES FOR MANGANESE.

In November 1910 the Chief Commissioner, Central Provinces, addressed the Railway Board suggesting that the **Railway rates on Manganese ore** from Nagpur to Calcutta should be equalised with those from Nagpur to Bombay, on the ground that the G. I. P. Railway were unable to provide the facilities for carriage which are indispensable to Manganese Companies to meet their engagements. Not only was there shortage in wagons, at frequent intervals, but it was alleged that for days together there was a total cessation of manganese traffic. It was also alleged that the Bombay Port

charges were 13 annas per ton in excess of those ruling in Calcutta. As a simple solution of the difficulty the Chief Commissioner suggested to the Railway Board that the Bengal-Nagpur Railway Company should, as a special case, be allowed to carry manganese ore from Nagpur to Calcutta at the same charge as it was carried from Nagpur to Bombay by the G. I. P. Railway. This suggestion was strenuously opposed by the G. I. P. Railway, who contended that ore booked *via* G. I. P. Railway to Bombay from Nagpur and *via* Nagpur is either carted into Nagpur or originates on the Bengal-Nagpur Railway.

The supply of wagons for ore traffic is governed by Conference Rule No. 21A, which reads as follows:—

"The Railway on which through traffic originates shall provide wagons for such traffic."

Under this rule, the G. I. P. Railway, it was contended, is solely responsible for the supply of wagons for ore traffic which originates in Nagpur itself. For traffic originating on the Bengal-Nagpur Railway wagons have been supplied by that Railway, but under existing conditions the G. I. P. Railway had regularly assisted the Bengal-Nagpur Railway by joining in the supply of wagons for manganese ore booked from Bengal-Nagpur Railway stations to Bombay.

The G. I. P. Railway further stated that they had not for some time been carrying anything like what it could have carried and would have been glad to carry, and this was without the diversion to Calcutta as contemplated. They asserted that the proposal made by the Chief Commissioner would tend to draw all the traffic to Calcutta, leaving the G. I. P. Railway with only a small share, if any, of it.

The Railway Board supported the contention of the G. I. P. Railway and informed the Chief Commissioner of

the Central Provinces that, in the circumstances they saw no sufficient justification for introducing equal rates to Calcutta and Bombay for the traffic in question.

Copies of the whole correspondence were forwarded to the Chamber by the Agent of the G. I. P. Railway for information.

In acknowledging receipt of the above copies of correspondence the Committee stated that they were in agreement with the Railway in objecting to the proposed equalisation of rates and they considered that the best means of effectually preventing the consideration of such schemes in future would be to provide greater facilities for the ore traffic on the Bombay side. They suggested that arrangements should be made at once for adequate sidings, to cope with the heavy ore traffic during the busy times of the year, and further that larger storing spaces were also urgently needed. It was pointed out that if such accommodation were provided, shippers would be in a better position to accumulate stocks during the time when wagons were plentiful, thus relieving the congestion when wagons were not so readily available.

The Committee also addressed the Port Trust in connection with the statement made by the Chief Commissioner of the Central Provinces to the effect that there was "an excess of annas 13 per ton in the Bombay Port charges over those of Calcutta." They felt that the conspicuous difference in rates must tell to the disadvantage of the trade of this Port, and hoped that the matter would receive the careful consideration of the Trustees. At the same time attention was drawn to the lack of adequate stacking space which prevented the accumulating of stocks in Bombay when other conditions were favourable for bringing down the ore to this Port. Inquiries were also made as to whether any provisions had been made for special berths for manganese in the New Docks.

The Port Trust, however, in addressing the Chief Commissioner of the Central Provinces, with reference to his contention referred to above, pointed out that the excess of the Bombay Port charges over those of Calcutta, so far as ore from the Central Provinces was concerned, was in reality only Rs. 0-5-8 and not 13 annas as alleged by the Chief Commissioner.

A copy of the above letter was forwarded to the Chamber for information. (*Appendix* **K-3.**)

MUTTRA-ALIGARH LINK.

(See *Reports*, 1906, *pp.* 41, 267 ; 1909, *pp.* 28, 282 ; 1910, *pp.* 35, 258.)

This Chamber was favoured during the year with copies of representations made by the Upper India and Bengal Chambers of Commerce in connection with the linking up of **Muttra with Aligarh** by a broad-gauge line. The former supported this Chamber's contention that the line should be built by the B. B. & C. I. Railway, while the Bengal Chamber urged that the line should be constructed as an integral part of the East Indian Railway.

Copies of the letters in question have been placed on record for future reference, and will be found in Appendix **K-4.**

RAILWAY TERMINAL ARRANGEMENTS.

A copy of the terms of Agreement as finally accepted by the G. I. P. Railway, the B. B. & C. I. Railway and the Bombay Port Trust, relative to the **terminal arrangements** to be made in Bombay in connection with the Port Trust Railway, together with the Government Resolution thereon, was forwarded to the Chamber by the Bombay Government and will be found in Appendix **L-1.**

RAILWAY ARRANGEMENTS AT THE MAZAGON-SEWRI DEPOTS AND THE DOCKS.

In March 1911 the Bombay Port Trust forwarded the Chamber a copy of a report and plans regarding the details of the **Railway arrangements of the Trustees at the Mazagon-Sewri Depot and the Docks.**

The Committee after carefully considering the matter informed the Port Trust that, as mentioned in the report, the plans were not ideal, though they were perhaps on the whole, but subject to the following remarks, the best possible under the circumstances.

Wadala Sorting Yard.—The Committee considered that Railway arrangements for a yard of this character were a matter for settlement by Railway experts, and they therefore refrained from criticising the plan, but at the same time they held that sorting for the Depôts, Sheds and Berths, by the Railways in their yards at Kalyan and Bandra, as was suggested, would be most inconvenient even if it were possible, which they understood it was not.

The Cotton Depot.—The Committee suggested that before building work was actually taken in hand, the trade should be again consulted, so that, if possible, intending lessees might have plots laid out to suit their special needs.

The Grain and Seeds Depot.—The Railway plans were approved but an alteration was required in the shed arrangements. The Committee requested that the inside width of the sheds should be not less than 80 feet, with two outside platforms, one on the despatching side of 20 feet, the other of 10 feet, and that the Roadway shown on the despatching side be transferred to the receiving side, so that carts might come alongside the sheds, the receiving rails to be laid on the road.

Tank Bunder Station.—The Committee noted the position of the Tank Bunder Station, shown on the plan, and asked what arrangements had been made to provide quick transit by rail between the Fort and the Depôt.

Prince's and Victoria Docks.—The arrangements proposed for the wharves appeared satisfactory, but the Committee feared that cart traffic might be hampered, if entrance to the Docks was concentrated chiefly on the main gate, and further that carts would be held up at certain points by passing trains and traffic might consequently be blocked. The plan showed that the rails to the Alexandra Docks were carried on an overbridge in front of the Prince's and Victoria Main Gate, and the Committee suggested that the bridge should be lengthened to provide more connections between the Frere and Manson Roads for carts passing to and from the other gates of the Docks.

Alexandra Dock.—The Railway arrangements proposed for this Dock had been greatly criticised, and the necessity for trains for the eastern wharf having to cross the entrance lock by a swing bridge had been the subject of much adverse comment. The Committee trusted that it would be possible at no very distant date, by providing for the Carnac Bunder Traffic elsewhere, to fill in the Basin or such portion as might be necessary to allow of additional lines being laid down for entrance from the north.

They suggested that, to facilitate the return of empties, the line shown as skirting the Carnac Basin and the Mody Bunder should be duplicated.

The trolley bridges across the running line and sidings on the west should, the Committee considered, be also made available for foot passengers, and an additional bridge to the warehouse behind was suggested between sheds 2 and 3. As

regards cart traffic in this dock, the Committee were inclined to think that the running lines crossing the proposed 100 feet road at its connection with the Frere Road would often block the traffic and considered that this should be avoided by any means possible. There was a strong feeling in favour of the Railway at this point crossing the road on an overbridge, and the cost of such a bridge, it was thought, should be included in the estimate that was about to be submitted by the Trust to Government.

At a later date the Committee addressed the Bombay Government asking them to use their best endeavours to facilitate an arrangement between the G. I. P. Railway and the Port Trust, whereby the land held by the Railway to the east of Frere Road might be made over to the Trust. The reason for desiring the prompt handing over of this land, the Committee pointed out, was because on a careful examination of the plans for railway accommodation in the dock they found that trains might have great difficulty in negotiating the curves leading to the eastern and central wharves from the north, and it seemed that the only remedy for this particular difficulty was to fill in the Carnac Basin or, at any rate, the greater portion of it. But, as the trade carried on at this basin was of great importance, it would not be possible to fill it in wholly or even perhaps partially until accommodation was provided elsewhere for the trade which would be displaced. A suggestion had been made that this accommodation might be provided by alterations in the Frere and Clerk Basins to the north of Prince's Dock, but the land surrounding these two basins was in the occupation of the G. I. P. Railway, and until the Port Trust could get possession nothing could be done.

Further, as this land or, at any rate, the eastern portion of it, comprising about 159,000 square yards, was to be transferred

by the Railway to the Port Trust on a new stores yard being provided on the Mazagon-Sewri Reclamation, it was suggested that a new agreement might possibly be made between the G. I. P. and the Port Trust by which the Railway Company might be provided with a temporary yard elsewhere until the Port Trust were ready with a new stores yard at Sewri.

In July 1911 the Committee addressed the President of the Railway Board, Sir T. R. Wynne, suggesting that a Conference of the parties interested might be held for the purpose of satisfactorily settling the whole question, and expressed a hope that he would see his way to arrange such a Conference and agree to preside over it.

The matter was referred to the Port Trust by the Railway Board, who stated that on their part they were quite willing to give every assistance on the lines suggested by the Chamber, but as a preliminary to the calling together of this Conference it was essential that the Port Trust should formulate some proposals for dealing with the Great Indian Peninsula Railway Stores, as the Chamber's suggestions involved using the Frere and Clerk Basins for other purposes than those to which they were being put by the G. I. P. Railway.

It was suggested that the Port Trust might with every advantage deal with this point at an early date in communication with the Agent of the G. I. P. Railway.

Copies of all the correspondence that has passed between the Chamber, the Port Trust and Government in this connection will be found in Appendix **L-2.**

RAIL COMMUNICATION BETWEEN THE FORT AND MAZAGON-SEWRI RECLAMATION.

The Chamber in April 1911 addressed the Railway Board, with reference to the **Railway facilities** that were necessary

between the business quarters of Bombay City in the Fort and the New Mazagon-Sewri Reclamation on which the Cotton and Grain Depôts were to be established. It was pointed out that within a short distance of the Reclamation there is a large oil installation and the timber ponds are also in close proximity. The district in fact is likely in a very few years to be a very busy centre and the commercial community had always held that the success of the Reclamation scheme is dependent in a great measure on quick communication from and to the Fort. It was further mentioned that, originally, the Port Trust prepared a scheme for an overhead railway to take off from the top of Carnac Bridge to be worked in connection with the electric tramway system along the Hornby Road, but on reconsideration this was put aside to allow the G. I. P. Railway Company to formulate a plan of their own. This question, it was believed, had been under consideration by the Railway, but their scheme, it was understood, had not been definitely sanctioned. It was urged that, in the opinion of the Chamber, a communication by rail must be provided and be in working order within the next three years. It was, therefore, requested that the Committee might be informed of the exact position of this question, and when a definite decision in the matter might be expected; for, if the G. I. P. Railway did not intend to provide this rail communication, the Chamber would have to address the Port Trust again, as they considered the matter very urgent, and desired that it should be settled at the earliest possible date.

A letter was at the same time addressed to the Bombay Government with a request that they would use their best offices to facilitate this matter.

The Railway Board in reply stated that the Agent, G. I. P. Railway, had been requested to put himself in communication

with the Chamber for the purpose of explaining what was being done to establish a direct rail connection between the Victoria Terminus and the Harbour Branch by an overhead railway across Wari Bunder Station.

The Bombay Government forwarded for the information of the Chamber a copy of a letter from the Railway Board appointing Mr. W. C. Stanton, Executive Engineer, State Railways, on deputation for the purpose of carrying out the following surveys in Bombay and preparing estimates for the same :—

(1) For an overhead line over the Wadi Bunder Goods Yard connecting the harbour branch with the G. I. P. Victoria Terminus.

(2) For a branch off the Harbour Branch to the site of the new Cotton Green to be established by the Port Trust on land now in course of reclamation near Sewri.

(3) For a branch off the Harbour Branch to Trombay Island.

Later in the year a further letter was received from the Bombay Government submitting for opinion a copy of the report of Mr. Stanton together with the estimates of the cost of constructing the first of the abovementioned lines.

The Committee after discussing the whole question with several members of the Chamber, interested in the matter, informed Government that they approved of the scheme, provided there was a quick and efficient service of tramcars on a specially reserved track from Tank Bunder station into the middle of the Depôt. The Committee pointed out that the distance from Tank Bunder station to the proposed site of the Cotton Exchange was about two-thirds of a mile, and

unless this distance at least was covered by a rapid tramway service, the proposed connection of the G. I. P. Railway would not serve the Depôt effectively.

The Committee, though they did not press at the moment for a tramway service right across the Depôt, felt that the time might come when such a connection would be necessary for passengers wishing to enter from the north, and as the carrying of the rails overhead across the northern sidings might be troublesome and expensive, the Committee stated that the point should not be lost sight of when the question of communication was under discussion.

The Committee assumed that the G. I. P. service to and from Tank Bunder would be frequent and punctual, and noted from the correspondence that it was, of course, impossible that this connection should prove a directly remunerative undertaking for some years, but stated that they would object if this should ever be made an excuse for an inefficient service. They contended that, for the line to serve trade purposes effectively, trains must be run every few minutes during the busy hours of the day. (*Appendix* **L-3.**)

DEPOSIT SYSTEM OF TELEGRAPHIC ACCOUNTS.

(See *Reports* 1908, *pp.* 52, 99, 282, 287 ; 1909, *pp.* 42, 350 ; 1910, *pp.* 51, 293.)

A reference to the Chamber's Report for 1910 will show that the Government of India contemplated altering the **charge for deposit accounts** from rupee one to annas twelve for every 25 messages, but that all deposits should be made in cash and not in the form of securities as was previously done. The Chamber objected to the proposed change on the ground that under the old system the interest accruing on the securities placed as a deposit very nearly, if not

fully, covered the commission levied by the Telegraph Department to meet the cost of maintaining the accounts. Under the proposed new system, although there would be a saving in the charge for commission this would not cover the loss of the interest previously drawn by the Depositors on their securities.

The Chamber at the same time drew the attention of Government to the system in force in connection with charging commission on desposits for repetition of telegrams, as the Committee failed to see what grounds the Telegraph Department had for charging a commission to the public for rectifying its own errors.

A reply was received from the Government of India in June 1911, in which it was intimated that while they had been unable to agree to a continuance of the existing unsatisfactory procedure in connection with the Deposit System of Accounts for telegrams despatched, they had endeavoured to meet the objections put forward by this Chamber by making the amount of cash deposit as low as possible. It had accordingly been decided that, with effect from 1st July 1911, the deposits should be made in the form of cash, all security deposits being returned. In order, however, that the cash deposits might be kept as low as possible, the amount required would be fixed approximately at the equivalent of the cost of ten days' telegrams sent by the depositor and accounts would be rendered weekly. The fee for keeping the deposit account would, with effect from the same date, be reduced to 12 annas for every twenty-five telegrams despatched, subject as hitherto to a minimum charge of Rs. 10 per annum.

With reference to the Chamber's remarks regarding deposit accounts for repetition messages, Government stated that the system had been introduced solely in the interests of

the mercantile community, in order to expedite the transmission of calls for such messages and to facilitate the adjustment of charges in connection therewith. The deposit system of accounts entailed extra clerical labour in the Telegraph Department, and the Government of India considered it necessary that a charge should be levied for keeping the accounts to cover the additional clerical establishment which had to be employed. They regretted that it was impossible to discriminate between deposit accounts for repetition telegrams and those for other telegrams.

A copy of the Government Resolution was duly circulated among members for their information. (*Appendix* **M-1.**)

COST OF CABLE REPETITIONS.

(See *Report*, 1910, *pp.* 50, 291.)

It will be remembered that the Chamber in July 1910 addressed the Director General of Telegraphs with reference to the **cost of Cable Repetitions** when it was pointed out that, although the charges had been reduced in Great Britain, those in India had remained unaltered.

A reply was received in March 1911, intimating that with effect from the 15th idem, the charges for calls for repetitions in telegrams at the request of the addressee would be as follows:—

(1) In Inland the charge for a telegram (Express or Ordinary, according to the addressee's wishes) to cover the cost of the number of words to be repeated, *viz.*, if the part to be repeated contains 12 words or less, one Rupee if classed Express, or six annas if classed Ordinary, with two annas or half an anna per word, respectively, in addition, if the number of words is greater than 12. This charge would include the cost of the call for repetition and the reply.

(2) In Foreign the charge for each word to be repeated according to the usual rate per word for State or Private telegrams. This charge would include the cost of the call for repetition and the reply. (*Appendix* **M-2.**)

TELEPHONE LINE BETWEEN POONA AND BOMBAY.

A communication was received from the Superintendent of Telegraphs, Bombay Division, in January 1911, informing the Chamber that it was intended to erect a **Telephone line between Poona and Bombay** primarily for Government purposes. The Government of Bombay had however approved of the proposal that the trunk line should be open to the public and certain provisional conditions *re* its use were being considered.

The Superintendent asked for the Chamber's views in the matter.

The Committee stated that they were pleased to hear that the line would be thrown open to the public, but they did not anticipate that it would be much used for commercial purposes. The conditions under which the line could be used appeared to them to be fair and in order. (*Appendix* **M-3.**)

COLOUR OF TELEGRAM ENVELOPES.

The Director-General of Telegraphs in February 1911 informed the Committee that it had been represented that much inconvenience had been experienced in deciphering, especially at night, the number of the telegram and other particulars which are written in pencil on **telegram envelopes** as the colour of the red-brown envelopes was too dark. It had been suggested that envelopes of a pale yellow or

lemon colour should be used instead. Before making any change however the Director-General invited the opinion of the Committee on the subject.

The Committee approved of the proposed change and informed the Director-General to this effect.

The Director-General at a later date intimated that it had been decided to use telegram envelopes of a pale yellow or lemon colour, which colour had been approved of by the majority of Chambers of Commerce and Trades Associations. (*Appendix* **M-4.**)

INDIAN POST OFFICE (AMENDMENT) ACT.

The Bombay Government forwarded to the Chamber for opinion a copy of a Bill to further amend the **Indian Post Office Act, 1898.**

In the Statement of Objects and Reasons it was mentioned that experience had shown that the existing Post Office Act, which was enacted in 1898, failed in certain respects to give adequate powers to the postal authorities to deal with articles posted in contravention of the Act. The present Bill was designed to give such further powers as were required and, at the same time, to remove certain obscurities and to remedy such minor defects as had been found to exist.

The Committee after careful consideration of the Bill submitted the following opinions on its provisions to Government :—

Clause 8 (1)—In the Statement of Objects and Reasons it is set forth that the object of this amendment is to enable the Governor General in Council to make rules authorising a Postmaster General to—

(1) Withhold payment to the sender of a value payable article of the money received from

the addressee if the latter complains immediately and there is cause to believe the goods were sent fraudulently, and

(2) to order the return of the value payable article to the sender and the refund to the addressee of the money received from him.

The Committee considered this clause a fair one provided the power is not abused. They pointed out that owing to thieving in transit a suggestion of fraud might easily arise and that in such a case the withholding of the money from the sender would be a hardship. The interests of the sender must be fully protected if the value payable parcel post was to maintain its popularity.

Clause 9.—It appeared to the Committee that the Indian Post Office had far more chance of recovering from a foreign post office, in the case of monies paid to a wrong person, than had the remitter. This clause, therefore, hardly seemed a fair one to the general public, unless it was clearly intimated to the sender, at the time of despatch, that delivery was at his risk. The Committee hoped, however, that Government would not throw this burden on to the general public. (*Appendix* N-1).

GENERAL POST OFFICE, BOMBAY.

On the 16th August 1911 the following notice was issued by the Presidency Postmaster, Bombay:—

"With effect from Monday, the 4th September 1911, the work of the Bombay General Post Office, in all its

branches, will be performed in the new Building, near the Victoria Terminus Railway Station. On and after that date no postal work will be done in the present building."

As it was expected that the closing of the office in Church Gate Street would cause great inconvenience to mercantile firms, the following telegram was despatched to the Director-General of the Post Office of India, Simla :—

"Bombay Chamber of Commerce strongly protest against complete closing of General Post Office from September 4th. Consider that office for posting letters up to practically present hours and for sale of stamps must always be maintained in Church Gate Street, otherwise great inconvenience to Banking and mercantile communities."

Subsequently, on the 31st August, the Chairman interviewed the Postmaster-General, Bombay, and it was arranged that an office in the Church Gate Street building would be kept open, temporarily, for unregistered and registered correspondence and for the sale of stamps, up to the same hours as formerly. This arrangement to hold good until such time as the Chamber had had an opportunity of considering certain definite proposals which the Postmaster General was putting forward in connection with the maintenance of a small office permanently in the Church Gate Street building.

These proposals reached the Chamber later in the day and were to the effect that an office in the old building would be kept open permanently for the purposes abovementioned, but the hours for posting were to be 15 minutes earlier than those obtaining at the New General Post Office.

The Committee in approving of the arrangements, thanked the Postmaster General for the concession he had granted to the mercantile community. (*Appendix* N-2.)

RECEIPTS FOR REGISTERED PARCELS.

The Karachi Chamber in September 1911 forwarded to this Chamber copies of correspondence that had passed between them and the Director-General of the Post Office of India regarding the **receipt** issued to the public in exchange **for a registered parcel.** The Karachi Chamber pointed out that the receipt shows neither the weight of the package, nor the postage which had been paid thereon, and asked whether this Chamber would be prepared to support a joint protest against the omission of these particulars on the receipts.

The Committee, in the first instance, made enquiries at the Post Office from which it appeared that the weight and the value of the postage paid were inserted on the receipts given to the public for parcels which were insured ; such parcels must, however, be sealed.

The Karachi Chamber were accordingly informed that the Committee were of opinion that the sender of a parcel of any value would, as a matter of course, seal and insure it, and the adoption of these precautions would preclude any possibility of the contents being tampered with, but in the case of registered parcels which are of little or no value, it was, perhaps, hardly fair to contend that the Post Office should be compelled to issue receipts for them containing the particulars abovementioned or to accept any responsibility for the contents.

The Committee regretted, therefore, that they could not see their way to support a joint protest of the nature referred to by the Karachi Chamber. (*Appendix* **N-3**.)

COMPULSORY INSURANCE OF CURRENCY NOTES TRANSMITTED BY POST.

The following notice was issued by the Director-General of the Post Office of India in September 1911 :—

"From the 1st October 1911, no postal article containing a Government currency note, or part thereof, may be sent by the inland post, unless it is insured, and no compensation will be given in respect of any such article which has not been insured.

2. 'An uninsured postal article presented for despatch and found then to contain a currency note (whole or divided) will not be accepted unless the sender insures it; and any such article discovered in course of transmission by post will be either intercepted and returned to the sender or be forwarded to destination and delivered to the addressee on payment of a fee of one rupee. This payment will not, however, impose any liability on Government."

In connection with the above notice the Bengal Chamber telegraphed stating that they feared it would seriously affect the popularity of universal notes and would tend to limit circulation. Further they considered it would interfere with the remitting of currency notes to tea estates and to jute and other districts. They accordingly had telegraphed to the Government of India protesting against the notice and strongly urging its withdrawal, pending a reference to Chambers of Commerce and other bodies affected. They therefore asked this Chamber to support their recommendation.

After making inquiries from the Director-General of the Post Office of India, the Committee wired in reply to the Bengal Chamber that the Director-General had explained that compulsion means merely act of insurance, which need

not cost more than one anna, unless the sender desires to claim compensation exceeding fifty rupees. This minimum fee entitles compensation up to fifty rupees against twenty-five for mere registration. The Post Office could only endeavour to prevent notes being sent uninsured, but, in future, would decline to pay any compensation for notes lost even if registered.

At a later date the Government of India addressed the Chamber in the matter and pointed out that the question of requiring the insurance of currency notes, when transmitted by post, was brought to the notice of Government, in view more particularly of the arrangement which had been introduced by which notes of the denominational value of Rs. 100 or less had been made universal. They understood that one result of this measure had been that currency notes were much more freely transmitted by post throughout India than was previously the case. It was manifestly desirable that money should not be carried by post except with every possible precaution; this was essential both in the interests of the public and of the officials of the Post Office who had to deal with postal articles containing currency notes. Government had therefore decided that the insurance of currency notes when transmitted by post should be made compulsory.

It appeared to the Government of India, however, that there had been some misapprehension as to the precise effect of the measure. Under the existing Postal Regulations, registration was already compulsory in the case of currency notes. Payment of a fee of one anna would insure a registered inland postal article for Rs. 50, and this payment, therefore, was all that was necessary to comply with the new regulation.

As it did not appear quite clear from the Government letter that whatever the value of the notes may be, insurance

need not be effected for more than Rs. 50, the Committee suggested to Government that the following words might be added in their letter after the word "regulation" :—"If the registered article contains a larger sum and the sender wishes to insure the contents for the full value, he may do so, but it is not compulsory."

Government agreed to the addition of the words suggested by the Committee.

A copy of the letter from the Government of India was circulated among members for their information. (*Appendix* **N-4**).

POST OFFICE HOLIDAYS.

(See *Report*, 1910, *pp.* 55, 303).

The Government of India in June 1911 issued a Resolution notifying the days that would ordinarily be observed as **additional Post Office holidays.** The following days were notified for all circles, except Madras and Burma.—

1. Id-uz-zuha.
2. Holi or Doljatra.
3. Janmastami or Gokul Ashtami (Baisakhi in the Punjab Circle.)
4. Id-ul-Fitr or Ramzan.
5. Dasehra or one day of the Pujas.
6. Divali or Kali Puja.

In connection with the above the Bengal Chamber enquired what the position in Bombay would be if a Post Office holiday fell on a Mail day.

In reply the Committee stated that out of the six holidays granted to Post Office employés in Bombay, five were holidays under the Negotiable Instruments Act.

As regards the sixth (Ramzan), the Presidency Postmaster had stated, in reply to an inquiry, that registered parcels for the United Kingdom and Foreign countries would be received at the General Post Office from 7 a. m. to 12 noon and up to 12-30 with late fee; and also that stamps would be sold up to 1-45 p.m., should the holiday named fall on a Saturday (Mail day).

The Committee considered the Presidency Postmaster's reply satisfactory, and therefore proposed taking no further action in the matter. (*Appendix* **N-5**).

FIRES ON BOARDSHIP.

A member drew the attention of the Committee to certain **fires** that had taken place in steamers' holds in the Docks and which had been extinguished by flooding the hold with water, thereby causing heavy damage to the cargo. It was suggested that the Committee should address the Port Trust in the matter and recommend the use of Carbonic Acid Gas.

The Committee accordingly enquired from the Port Trust as to whether a sufficient supply of cylinders containing Carbonic Acid Gas was kept at the Docks for use in case of fire on steamers, and if so, whether Captains of vessels were aware of the fact.

The Port Trustees were also asked whether, in their opinion, the use of Carbonic Acid Gas was considered efficacious in coal cargo fires and generally whether it was considered advisable to use it in all cases of fire on board steamers. The

Port Trust were also requested to inform the Chamber regarding the procedure followed by the Port Trust Officials when a fire breaks out on board ship.

In reply the Port Trust stated that the Dock Fire Brigade stocked 17 cylinders of Carbonic Acid Gas and these were available for use in case of fire and could be supplemented by further supplies which could be obtained locally without much delay.

The procedure adopted by the Trust in case of fire was to offer the Captain of the vessel on fire the assistance of such appliances as were available (including the above) but, unless the fire were deemed by the Docks Superintendent to be so serious as to be likely to endanger other ships or Dock property, the Captain was allowed to adopt such methods as he thought best.

With regard to the Chamber's inquiry as to whether the Trustees considered Carbonic Acid Gas efficacious in the case of coal fires and generally whether it was considered advisable to use it in all cases of fire on board ship, it was stated that the question turned upon the point as to whether, when Carbonic Acid Gas was used, there was any chance of the temperature of the stuff on fire falling within a reasonable time to below what was generally known as the combustion point, and during this, of course, the gas supply should be maintained.

In the case of coal fires where a large mass of coal was at a very high temperature it was hardly open to hope for such a reduction of temperature. Hence it would appear that in such cases of coal fires the Carbonic Acid method would not suffice for anything better than a mere suppression of the fire, temporarily, until better methods could be applied. This did not, however, say that there were not cases where the gas should completely extinguish the fire. For in a case

where a small quantity of a comparatively inflammable material, lying on the top of a large mass of other cargo, were to catch fire it was obvious the bulk of the cargo in the hold would not be hot, and if the actual combustion of the burning material on top were suppressed by the gas and kept under for a day or so the temperature of the material which had been on fire would fall to the general temperature of the hold, when no further fires would ensue. (*Appendix* **O-1.**)

MOTOR LAUNCHES AND THE INLAND STEAM VESSELS ACT.

A letter was received from the Burma Chamber stating that a notification has been issued by the Local Government by which **motor launches** were made subject to all the provisions of the Inland Steam Vessels Act.

The special point to which attention was drawn was that under the notification two certificated men must be in charge of a motor launch, no matter of what size. In the case of small launches, it was contended, two men were unnecessary and would make the cost prohibitive as regards wages.

The Burma Chamber wished to know whether similar regulations were in force in Bombay.

The Burma Chamber were informed in reply that, so far as the Committee were aware, there were no regulations in Bombay controlling motor boats unless they ply for hire, and even then these boats do not come under the Act referred to.

It was felt that perhaps the Burma Chamber had not correctly interpreted the notification in question, from which the Committee understood that only vessels plying for hire

(either in passengers or goods) were referred to. Small motor launches which did not "ordinarily ply" in some regular service, were not, in the Committee's opinion, affected by the said notification. (*Appendix* **O-2.**)

IMPROVEMENT OF WATERWAYS OF BOMBAY HARBOUR AND KONKAN COAST.

(See *Reports*, 1908, *pp.* 69, 335 ; 1909, *pp.* 60, 428.)

As will be seen from the report of the Chamber for 1909, the Government of Bombay, in reply to representations that had been made regarding the **improvement of the waterways** leading to, and landing arrangements at, various ports in the Harbour and along the coast, had stated that the Commissioner of Customs had been asked to report on the most suitable type of dredgers and the cost of maintaining two. In a later communication Government stated that the Governor in Council had come to the conclusion that it was not advisable to undertake dredging operations in the Bankote Creek.

On the 28th December 1910 a letter was received from Government stating that the idea of purchasing a dredger for use on the Konkan Coast had been abandoned. The expenditure, it was considered, would be great and, as dredging operations were uncertain in the extreme, Government were of opinion that they should not be undertaken until it could be proved in any given case that they would be efficacious. (*Appendix* **P.**)

LIGHT AT THE MOUTH OF THE INDUS.

(See *Report*, 1910, *pp.* 59, 306.)

The Government of Bombay at the meeting of the Legislative Council held on 26th January 1911 were asked the

following question in connection with the **lighting of the mouth of the Indus**:—

(*a*) Are Government aware that the absence of light-houses at Cape Monze and the Hajamro mouth of the Indus has caused frequent accidents to ships?

(*b*) If so, will Government be pleased to take early steps for providing the same?

Government replied as follows:—

(*a*) There is no evidence to prove that the accidents to shipping which have occurred in recent years off the mouths of the Indus can be directly attributed to the absence of lights. In the case of the S. S. "Cresswell" the Marine Court of Enquiry held at Karachi recorded the opinion that the grounding of the vessel was due entirely to the only chronometer on board getting out of order and that it was not attributable in any way to the want of lights; and the finding of the Court in the case of the S. S. "Othello" is that the stranding of the vessel was due to the master having made a mistake of 60 miles in picking off his position on the chart.

(*b*) The whole question of the lighting of the Sind Coast has recently engaged the attention of Government who have been advised by His Excellency the Naval Commander-in-Chief that a light-house at the Hajamro mouth of the Indus would undoubtedly be a source of danger to vessels, in as much as it would tempt them to approach too close to the shore, more especially in the bad weather of the South-West Monsoon or in the dust storms of the fair season when dependence

could not be placed on any light in the locality being visible for more than about 3 miles. Government are unable therefore to recommend the project for the establishment of a light at the Hajamro mouth of the Indus.

The question of placing a light at Cape Monze is receiving further consideration. It seems doubtful whether, with the first class light at Karachi, another light at Cape Monze within the range of the Karachi light would be of much use. However, should there be a strong opinion in shipping circles in favour of the light, coupled with willingness to pay the necessary light dues, Government will be prepared to proceed with the project.

EXTINCTION OF RED SEA LIGHTS.

In October the Karachi Chamber telegraphed that they had wired to Government protesting against the **extinction of lights in the Red Sea** (owing to the Turko-Italian War), and requesting that steps might be taken to secure their immediate re-lighting.

The Karachi Chamber hoped that this Chamber was also taking action.

The Committee accordingly sent the following telegram to the Government of India in support of the Karachi Chamber's protest :—

"Bombay Chamber desire to point out that the extinguishing of three Turkish lights in the Red Sea, which is international highway, is serious impediment to navigation. Can Government move in the matter as the question is of great importance? Will be glad of any information Government can give."

No reply was however received from Government.

CERTIFICATES OF COMPETENCY TO ENGINEERS IN THE MERCANTILE MARINE.

(See *Report*, 1896, *pp.* 89, 339 ; 1909, *page* 58.)

The following copy of a notice to Candidates for Certificates of Competency as Engineers in the Mercantile Marine regarding the qualifications, as regards sea service, on and after 1st January 1915, was forwarded to the Chamber, for information, by the Port Officer, Bombay :—

PORT OFFICE SURVEY DEPARTMENT, BOMBAY, *22nd March* 1911.

On and after January 1st, 1915, the qualifications, as regards sea service, required from candidates for Certificates of Competency as Engineers in the Mercantile Marine will be as follows :—

(i) A candidate for a Second Class Engineer's Certificate will be required, in addition to the apprenticeship described in paragraph 19 (*a*) of the Regulations relating to the Examination of Engineers, or the alternative sea service specified in the last clause of the above paragraph, to have served eighteen months at sea as Engineer on regular watch on the main engines or boilers of a foreign-going steamer, of not less than 66 nominal horse-power ; or twenty-seven months in a home trade steamer of not less than 66 nominal horse-power.

(ii) A candidate for a First Class Engineer's Certificate, in addition to the qualifications required from a Candidate for a Second Class Engineer's Certificate, must—

(*a*) have served at sea for 18 months, with a Second Class Certificate of Competency on regular watch on the main engines or boilers of a foreign-going

steamship of not less than 99 nominal horse-power; as senior engineer in charge of the whole watch; or

(*b*) have served at sea for 27 months with a Second Class Certificate of Competency as first engineer of a home trade steamer of not less than 99 nominal horse-power; or 3 years with a Second Class Certificate of Competency as second engineer of a home trade steamer of not less than 99 nominal horse-power; or

(*c*) have served 3 years 9 months with a Second Class Certificate of Competency as third engineer of a home trade steamer of not less than 99 nominal horse-power, if during the entire period he has been the senior engineer in charge of the whole of a watch on the main engines and boilers.

The service described in paragraphs 30, 31, 32 and 33 of the Regulations may, as heretofore, be accepted as qualifying for examination in accordance with the conditions specified in those paragraphs.

A candidate for either a Second Class or a First Class Certificate who, within two years from the date of application to be examined, has attended an approved course comprising general, mathematical and scientific instruction at a Technical School recognised by the President of the Board of Examiners as suitable for the training of *Marine* Engineers, will be allowed to count time so spent as equivalent to sea service in the ratio of three months at the Technical School to two months at sea. Time so spent cannot be accepted as equivalent to more than one-sixth of the total sea service required for either certificate, but a candidate who has been allowed to count such time on examination for a

Second Class Certificate will not be debarred from counting similar subsequent time on examination for a First Class Certificate.

In every case in which an allowance is made for time spent at a Marine Technical School, the candidate will be required to produce the Principal's Certificate for continuous and regular attendance at all the approved classes and for satisfactory progress.

DISCOUNT ON FREIGHT DIFFERENCES.

It was pointed out to the Committee that the Resolution authorising the percentage of discount, *i.e.* 2¼, for settling **differences in freight,** was passed by the Chamber as far back as 1876, and that since then, with fast steamers which do their passage now in 24 days on an average instead of 40 or 45 days, improved dock and other facilities in loading and discharging cargoes, the period intervening between a shipment here and delivery at port of discharge has been materially reduced. It was therefore urged that the present altered conditions of trade warranted a revision of the percentage of discount.

The Committee after going carefully into the matter decided to recommend, at the next general meeting of the members of the Chamber, that the percentage be reduced from 2¼ to 1½.

The proposed reduction is arrived at as follows :—

Interest.

Average length of voyage, say 30 days,

plus estimated allowance for transhipment and/or for two ports of discharge ... ... 25 days = 55 days.

55 days at 9 % per annum	... =	1·356 %
Insurance.		
At ⅛ per cent. (total loss)...	... =	0·125 %
		1·481 %

The various maritime Chambers in India have also been informed of the proposed change.

WEATHER WORKING DAYS.

The following days were declared during the monsoon months of 1911, by the Committee of the Chamber, to be non-weather working and half weather working days, respectively, for steamers loading in the Docks:—

Monday, 5th June ...	... Half weather working day.
Monday, 12th „ ...	... Half weather working day.
Tuesday, 13th „ ...	... Half weather working day.
Friday, 16th „ ...	... Half weather working day.
Saturday, 8th July ...	... Half weather working day.
Monday, 31st „ ...	.. Half weather working day.
Tuesday, 1st August ...	... Half weather working day.
Friday, 4th „ ...	... Non-weather working day.
Saturday, 5th „ ...	... Half weather working day.
Monday, 28th „ ...	... Half weather working day.
Wednesday, 30th „ ...	... Non-weather working day.

The following decisions were given by the Port Officer regarding non-weather working days in the Stream:—

Monday, 12th June ...	... Non-weather working day.
Tuesday, 13th „ ...	... Non-weather working day.

THE SETTING IN OR BURSTING OF THE MONSOON.

(See *Report* 1910, *pp.* 100, 441).

The Meteorologist, Bombay, in compliance with the request made by the Chamber in September 1910, informed the Committee that the **Monsoon** set in on the Malabar Coast on the 6th June 1911.

DUST NUISANCE.

The Bombay Presidency Trades Association, Limited, approached the Committee, in the early part of the year, in connection with the **dust nuisance** in Bombay. Copies of correspondence which had taken place between the Association and the Municipal Commissioner were sent for information and the Committee were asked to support the Association in their efforts towards abating the nuisance of which they complained.

The Committee of the Chamber felt there were real grounds for the complaint and addressed the Municipal Commissioner, stating that it was hoped some practical steps would be taken to remedy what was not only an intolerable nuisance to the public, but a source of serious injury to the many shops and offices along the Hornby and Esplanade Roads.

It was added that remedial measures appeared to be available both in Europe and America, and it was felt that some of them might, with advantage, be given a trial in Bombay.

Information was requested as to what was being done in the matter and what experiments were contemplated in the near future.

The Commissioner in reply stated that the question of the proper treatment of roads was a very difficult one and the method of tar painting, which had been largely adopted, appeared unable to stand the wear of heavy traffic and was probably almost entirely nullified by the monsoon rains.

The various other preparations, which were recommended for the treatment of roads, did not appear to have any advantage over tar painting, while they were, in most cases, considerably more expensive.

The Executive Engineer was considering the advisability of proposing a new method of wood pavement for the Hornby and Esplanade Roads, while for the Frere Road granite setting seemed to be the only method which was likely to meet the requirements of the traffic. The Executive Engineer hoped to formulate the proposals in a short time and they would receive the Commissioner's earliest possible attention. (*Appendix* **Q.**)

PACKING OF MAURITIUS SUGAR.

It was brought to the notice of the Chamber by certain members, importers of Mauritius sugar, that with the exception of the British India Steam Navigation Company, the Agents of several other lines of steamers in Bombay had declined to accept responsibility for slack and torn bags in consignments of **Mauritius sugar** when packed in single bags, on the ground that, in the opinion of Marine Surveyors, this packing was insufficient.

It was contended that the Mauritius single bag was in no way inferior to the single bag in which Java sugar had been received for a long time past, and that claims on the latter had been recognised by the Agents of Java steamers.

The Committee was, therefore, asked as to whether it appeared to them advisable, in the interests of the trade in general, to bring about a recognition of this packing by shipowners.

As it appeared to the Committee that a definite understanding on the point in question should be reached between shipowners and consignees, they, in the first instance, addressed the various Bombay Agents of steamers trading with Mauritius and drew attention to the fact that the point at issue appeared to be the quality of the two bags—Java and Mauritius—and the correctness or otherwise of the Marine Surveyors' report of "insufficient packing."

The Committee stated that, if the quality of the two bags were equal, the Surveyors' report was apparently illogical, if not incorrect; and in the interests of all concerned these reports should not be open to any objection of this kind. Further, as the Committee felt that there might really, however, be other reasons why the claims were not admitted, *e.g.*, possibly a question of the rate of freight charged for the carriage of Mauritius bags, they asked to be furnished with some definite information on the point.

Replies were in due course received from the Shipping Companies addressed, which tended to show that the quality of the gunny, of which the Mauritius bags were made, was generally much inferior to that of the bag known as the Java sugar bag. Further, during the past season a smaller, though similar, quality of the Java bag had been used for Mauritius sugar, but this bag had been filled with 180 lbs. of sugar from Mauritius, which was considered too much to put in it. It was considered that, if the bags were filled with only 168 lbs., there would be less cause for complaint.

Shortly afterwards a letter was also received from the Mauritius Chamber stating that the matter had been placed before that Chamber, and that a Committee composed of representatives of the leading buyers, steamship agents and planters had been formed to examine the question. This Committee had taken evidence from various sources as to the bags, method of shipment, etc., and had come to the conclusion that provided the sugar was packed in a "Cornsack," known in Calcutta as 38×26½ hd. 8-9, 2¾ lbs. instead of 44×26½, and that the mouth of the bag was well sewn with strong twine, the single bag was in every way strong enough, provided not more than 80 kilos nett sugar was packed therein.

It was, therefore, suggested that, provided the abovementioned "Cornsacks" were used and the mouth of the bag well sewn, such packing should be recognised in India as a standard package for Mauritius sugar.

It was, therefore, decided by the Committee to obtain specimens of the bags referred to above from Calcutta, for purposes of reference, and as a basis for settlement of disputes. The leading Shipping Companies and importers of Mauritius sugar were at the same time asked if they would accept the bag in question as a standard; the question of the proper sewing of the mouth to be decided before the bags are taken on board; the weight of the bags not to exceed 80 kilos nett and Steamship Companies to have the right to test the weight before shipment. (*Appendix* **R.**)

MAKE-UP OF GREY AND BLEACHED YARN.

The Burma Chamber drew the attention of the Committee to a notification issued by the Chief Collector of Customs, Burma, having reference to the **make-up of Grey and Bleached Yarns** and the reductions permissible in the latter.

The notification in question laid down that—

(1) One hank of twofold cotton yarn is regarded as equivalent to two hanks of single yarn.

(2) The count number of twofold cotton yarn is considered to be half the count number of the single yarn, of which the twofold yarn is composed, *e.g.*, 2/40s. is considered $\frac{40s.}{2}$ or count number 20s.

(3) Reduced Grey and Bleached Cotton Yarns will be passed, provided that they are distinctly marked as reduced and comply with all the conditions required for the yarn of the lower count number.

The Burma Chamber pointed out that the enforcement of these regulations would completely disorganise the trade, as they prohibited the make-up and reductions which had been customary in the Burma market for the past thirty or forty years, and the necessity for rigidly enforcing the Merchandise Marks Act was not apparent.

It was further stated that the Burma market required all Bleached twofold yarn and 30s. and 40s. Grey Yarn to be made up in 5 lb. bundles, and the make-up prescribed by the Act entailed a most awkward and unsightly bundle. Further, as these yarns are sold by the hank, the retailer was unable conveniently to sell less than 20 hanks at a time, whereas formerly he could supply either two or three hanks according to his buyer's requirements.

The Burma Chamber, it was stated, had addressed the Government of Burma on the subject, and the question no doubt would have to be submitted to the Government of India who would in all probability call for the views of other Chambers, in which event the Burma Chamber hoped that this Chamber would heartily support their representation.

The Committee in replying to the Burma Chamber stated that in the event of the question being submitted to them by the Government of India, they would give the matter their best consideration. (*Appendix* S-1.)

UMPIRES IN PIECE-GOODS DISPUTES.

In July 1911 the Bombay Native Piece-Goods Merchants' Association addressed the Manchester Chamber of Commerce urging that in case of disagreement between two surveyors the right of **Umpireship** should not be confined, as hitherto, to European merchants but should be extended to native merchants as well.

In forwarding this Chamber a copy of the above letter the Manchester Chamber stated that the practice of appointing Europeans selected by a Committee of the Bombay Chamber from amongst its members, should, they considered, be continued especially so as it was provided for in many private agreements between Manchester Merchants and Indentors.

In replying to the Manchester Chamber the Committee stated that no communication had been received by the Chamber from the Bombay Native Piece-Goods Merchants' Association, but the Committee had no reason for supposing that the members of that Association were dissatisfied with the awards of European Umpires appointed by this Chamber when surveyors, having disagreed and being unable to agree on an Umpire, referred the disputes to this office for settlement.

It was presumed that, in view of the opinion expressed in their letter, the Manchester Chamber would take up a firm

attitude in this matter and this the Committee considered the right course to adopt.

Subsequently this Chamber was addressed by the Bombay Native Piece-Goods Merchants' Association who enquired what steps the Chamber had taken or intended taking in the matter.

The Committee in reply stated that, as the Manchester Chamber had advised this Chamber that the present system must continue, they had no proposals to make on the subject. It was presumed that the Manchester Chamber had been influenced by the fact that a partial recognition of the present system had taken years to establish itself in Lancashire and elsewhere, as between the different parties concerned and that it would, therefore, be practically impossible to obtain, for any other system, general recognition.

The Manchester Chamber also addressed the Bombay Native Piece-Goods Merchants' Association and pointed out that it did not appear from the latter's letter that the members of the Association had any occasion to be dissatisfied as to the competence or fairness of the Umpires appointed by the Bombay Chamber and, failing objection on that ground, their Board deprecated any alteration of a custom which had worked well for many years, and was fully recognised by parties concerned with surveys at that end, whose confidence might be disturbed by any new departure. Moreover, the appointment as Umpire—in case of need—of a member of the Chamber of Commerce was a frequent provision in business agreements between Manchester and Bombay Firms. Considerations of expediency and convenience being against any change, the Manchester Chamber trusted that the Committee of the Bombay Native Piece-Goods Merchants' Association would agree that it was not desirable to disturb the existing arrangement. (*Appendix* **S-2.**)

COTTON ADULTERATION.

The District Magistrate of East Khandeish addressed the Chamber in January 1911 drawing attention to the **adulteration of cotton** in his district. He explained the methods of adulteration, and asked whether the Chamber would take up the question.

The Committee in reply stated that information regarding fraudulent practices had been before the Chamber for some years past, but no practical step towards suppression had as yet been suggested which could be considered feasible. Government legislation was deprecated as the late Cotton Frauds Act was found unworkable and had to be repealed.

The whole question was an extremely difficult one to solve, the Committee added, but they would be glad to further consider the matter if the District Magistrate could devise a satisfactory method of dealing with the situation, short of direct Government legislation.

COTTON IMPROVEMENT IN THE BOMBAY PRESIDENCY.

An interesting and valuable report on this subject was received from the Director of Agriculture, who stated therein that, during the current year, about 5,000 acres had been sown with the seed obtained from the Government farms, and that efforts were being made to sell the cotton at a higher price than the ordinary local grown cotton. This was rendered difficult owing to a combination of the local buyers, who endeavoured to keep down the price of seed cotton and who purchased it only at a general rate settled among themselves.

The Director further stated that good seed could be made available in large quantities, but if the cultivators are to be

induced to keep it pure and to grow it over large tracts, to the exclusion of inferior varieties, "it is necessary that the cultivators shall obtain the real value of their produce and shall obtain it without more difficulty than they now have in obtaining the real value of their inferior produce."

To secure this a buying Agency would be required, able to state and ready to pay the fair value of the produce and to arrange its proper ginning and the retention of the best seed for sowing. The Agricultural Department would assist, as far as it could, and would arrange to maintain on its farms the standard reached.

The Committee of the Chamber considered that the subject generally could best be dealt with by referring it to a Special Committee, consisting of representatives of the Chamber, Millowners' Association and Cotton Trade Association. This Special Committee duly met in May and the Director of Agriculture and the Deputy Director were also present.

It was decided at this Meeting that if Government would guarantee 2,000 bales of cotton grown from Government selected seed at Surat, then three or four Mills or Firms would together form a Syndicate and guarantee to pay, approximately, 5 to 6 per cent. better price than that of ordinary cotton at Surat, Government undertaking to buy back the seed at the market rate.

Later in the year the Director of Agriculture informed the Chamber that an area of over 10,000 acres had been sown exclusively with the improved varieties of seed, and that in spite of the fact that the rainfall was only about half the average, the crop was well established and promised to be a good one, and that there would be no difficulty in obtaining from the area sown with the Government selected seed cotton in excess of the 2,000 bales stipulated for.

It was anticipated that about 20 per cent. of the cultivators would require advances against their crops to the extent of, roughly, 10 per cent. or 20 per cent. of the estimated value. Taking the value of the 2,000 bales at about Rs. 3½ lakhs, this meant that a sum up to Rs. 15,000 would be required for the purpose ; and the Director suggested that the Syndicate should take action and appoint an Agent at Surat with authority to make the required advances to the cultivators requiring them, on the ordinary terms and with the ordinary guarantees, so that the cultivators, in need of ready money, should not make advance contracts with other people for the disposal of their seed cotton.

The Syndicate that was formed duly appointed an Agent in Surat to represent them with full powers to make the required advances to the cultivators. The result of the experiment is awaited with interest. (*Appendix* **T.**)

IMPORTATION OF DANGEROUS PLANTS.

(See *Reports*, 1906, *p.* 153 ; 1907, *pp.* 104, 391; 1910, *pp.* 94, 423.)

A Bombay Government notification regarding the proposal to control the import of Plants, Grafts, Seeds and the like, so as to prevent the introduction into this country of **insect pests and fungoid diseases,** was received from the Director of Agriculture with a request that this Chamber's opinion might be submitted so far as the import trade of Bombay in fruit and potatoes was concerned.

The Committee strongly approved of the proposed rules as being a step in the right direction and informed the Director of Agriculture accordingly. (*Appendix* **U.**)

REFERENCES TO THE CHAMBER.

"Ladies' Cloth" and "Superfine Cloth."

An inquiry was received from the Collector of Customs, Bombay, as to whether the terms "Ladies' Cloth" and "Superfine Cloth" are regarded in the market as denoting woollen cloths only, as it appeared to him that these terms must be accompanied by some qualifying word if they are used in connection with cotton fabrics.

In reply the Committee informed the Collector that—

(*a*) "Superfine cloth" was generally understood as a woollen cloth. If made of cotton it should, in the opinion of the Committee, be so defined.

(*b*) "Ladies' cloth." If the Ladies' Cloth to which the Collector referred was a superfine quality a woollen cloth would also be understood. If made of cotton it should, the Committee considered, be so defined.

Discount on Freight Differences.

The Société Coloniale Anversoise, Société Anonyme, enquired whether it was customary in Bombay for 2¼ per cent. to be deducted off freight differences and whether the differences should be adjusted on the outturn quantity or according to the Bill of Lading weight.

The writers were informed in reply that it was the custom in Bombay to deduct 2¼ per cent. discount off freight differences.

With reference to the question of weight it was explained that, as a rule, freight differences are settled in Bombay

on B. L. weight, but there was no definite custom on this point generally recognised in the Port. At the same time the Committee stated they felt that a settlement would be fairer on the actual outturn weights, but there was no ruling to this effect.

Measurements of Coal.

An enquiry was received from a member as to whether the Chamber had any ruling on the measurement of coal (*a*) in bunkers, (*b*) as cargo; and whether different varieties of coal have different measurements per ton.

The writers were informed in reply that the Chamber has no ruling on these points.

Freight Brokerage.

An enquiry was received as to the meaning of the term "Freight Brokerage."

The Committee stated in reply that "Freight Brokerage" is a remuneration paid to brokers for services rendered in arranging a contract for the carriage of cargo; it is usually paid at so much per cent., or so much per ton.

Commission on Goods consigned which are disposed of by Auction.

The Bombay Underwriters' Association informed the Committee that their attention had been directed to the general rates of commission published with the Chamber's rules. No. 8 of these rates provides that 2½ per cent. is the commission on goods consigned which are disposed of by auction or sent to a shop, on net proceeds.

A question had arisen whether the auctioneers were in order in including in their account sales certain charges incurred by them for advertising or whether the 2½ per cent. laid down in the scale should cover all charges.

The Underwriters' Association were informed in reply that, in the opinion of the Committee, the 2½ per cent. referred to is remuneration to a consignee for his trouble in arranging a sale at auction or through a shop. It is not an authorized charge for an auctioneer; that is a matter of arrangement between the parties. The Committee also stated that they were of opinion that an auctioneer is entitled to charge out of pocket expenses in addition to his commission.

Delivery of Copper and Yellow Metal Sheets.

A member enquired whether it was the custom in Bombay for the buyer to take delivery of Yellow Metal and Copper Sheets from the quay on arrival of the steamer, or if they are cleared and warehoused by the seller until the buyer finds it convenient to take delivery.

The Committee stated in reply that they understood that it was customary in Bombay for Yellow Metal and Copper Sheets to be cleared and warehoused by the seller until the buyer finds it convenient to take delivery thereof.

Cotton Lace Undershirts.

The Collector of Customs, Bombay, forwarded to the Chamber samples of certain white cotton lace undershirts. They differed from the ordinary cotton undershirts of knitted stockinette material, inasmuch as they contained no hosiery material, except the ends of the sleeves. The articles appeared to have been cut from the piece, shaped and machine sewn throughout. The Collector wished to know whether these undershirts should be regarded as "Apparel"

or "Cotton Hosiery." He stated that the matter appeared to turn on the question whether by the usage of the trade, the term "Hosiery" was understood to include only articles made up wholly or mainly of knitted stockinette or was held to have a less restricted significance.

The Committee in reply stated that they were of opinion that the goods in question should be classed as "Cotton Hosiery," as the term "Hosiery" was applied to all goods of this description however made.

Notice of Readiness to Load.

A member asked for a ruling of the Chamber on the following point :—

"The homeward charter party of a steamer reads as follows :— '. . . . . in the event of the steamer not being able to secure loading berth in dock for forty-eight hours after final discharge, notice of readiness to be given after such forty-eight hours and lay days to count from 24 hours after the receipt of such notice by the charterers whether berth available or not,' "

In the case in question the notice of readiness under the above clause was sent in to the charterers on the morning of the 13th June while the steamer was still in the stream having been unable to obtain a loading berth. The 13th was declared by the Port Officer to be a "non weather working day" in the stream owing to the bad weather. The charterers contended that as the steamer was not in a position, when notice was given, to receive cargo owing to the weather, the notice was invalid.

A ruling was, therefore, required as to whether the charterers under the above clause were bound to accept the notice tendered on the 13th June.

In reply the writers were informed that an opinion given by the Chamber in 1898 and published on page 3 of the "Book of Decisions" applied to the case submitted by them, *viz.*, "That the fact of a day being a non weather working day would not affect a notice of readiness of a steamer to load."

Minimum Daily Rate of Discharge for Timber.

An inquiry was received as to what should be the minimum daily rate of discharge under the following clauses in a charter party :—

> "The ship to discharge . . . . . according to the custom of the port of discharge."

It was mentioned that the cargo of the steamer in question was Jarrah Railway Sleepers and the steamer was discharging in the stream.

In reply the Committee stated that, so far as they could ascertain, the usual discharge of Broad-Gauge Sleepers was on an average about 300 tons per diem.

VISIT TO BOMBAY OF SIR T. R. WYNNE.

Sir T. R. Wynne, President of the Railway Board, met the Committee of the Chamber on the 20th July 1911 when the following subjects were informally discussed :—

(1) Muttra-Aligarh extension ;

(2) Overhead Railway to Mazagon-Sewri ;

(3) The necessity of the Port Trust obtaining the land, now held by the G. I. P. Railway, around the

Frere and Clerk Basins so that the Carnac Basin may be filled in ;

(4) Proposed Railway arrangements at the New Dock;

(5) Railway Receipts as Negotiable Instruments ;

(6) Doubling of the line in certain places, especially Sheagaon-Nagpur ;

(7) Quadrupling of the G. I. P. main line from Bombay to Kalyan.

VISIT OF THE HON'BLE MR. W. H. CLARK TO BOMBAY.

The Hon'ble Mr. W. H. Clark, C. M. G., Member for the Department of Commerce and Industry, visited the Chamber on the 1st November 1911, when the following subjects were informally discussed :—

(1) Difficulties in connection with New Dock arrangements ;

(2) Muttra-Aligarh extension and the Railway position of Bombay generally in Northern India ;

(3) Life Assurance Companies' Bill ;

(4) Provident Insurance Societies' Bill ;

(5) White Phosphorus Matches' Bill ;

(6) Amendment of Indian Companies Act, more particularly in regard to the question of qualified auditors holding a certificate of competency from Government :

(7) Gold Currency ;

(8) Charges for Foreign Telegrams ;

(9) Extinguishing of Turkish Lights in the Red Sea.

The text of the Chairman's speech in welcoming the Hon'ble Mr. Clark and the latter's reply will be found in Appendix **V**.

IMPROVEMENT OF FISHERIES IN BOMBAY PRESIDENCY.

(See *Report*, 1907, *p.* 107 ; 1908, *pp.* 105, 456.)

As recorded in the Report for 1908 the Government of Bombay deputed the Collector of Salt Revenue to visit the coast during the fishing season between October and January and report generally on the question of the **improvement of fisheries** in the Bombay Presidency.

A copy of the report of the Collector was forwarded to the Chamber in March 1911. The main conclusions arrived at in the report were as follows :—

(*a*) That the Bombay Fisheries are already in a high state of efficiency, and that the boats, nets and other appliances used are far in advance of those used in any other part of India.

(*b*) That there has been an enormous development of the fish-curing trade during the last 20 years, within which period all of the 30 existing curing yards have been established.

(*c*) That the boats and nets in use as far south as Vengurla are not capable of any real improvement, but only of slight adaptations ; that those in use on the Kanara coast are defective, but that no

demonstration or encouragement is required on the part of Government because the Kánara fishermen have constantly before them the example of the Ratnagiri fishermen, both Hindus and Mahomedans, who bring their large boats and nets to fish in Kanarese waters.

(*d*) That curing methods in the Bombay curing yards are more thorough and satisfactory than in the Madras yards, and that there is no evidence that the fish cured at them, however unappetising it may be in appearance or in smell, is unwholesome or unfit for food.

(*e*) That improvements are, however, possible in the management of the yards and specially that better sheds and drainage should be provided.

(*f*) That simple arrangements under adequate safeguards can be made for the use of duty free salt, for deep sea fishing, to boats which keep the sea for more than 24 hours, but that this concession will be availed of only by the owners of the largest Ratnagiri fishing boats, and principally for the shark and deep sea fishing with the "budichi" net. That it is doubtful whether the concession ought to be allowed north of Bombay, because there are no curing yards from which salt can be issued and it seems unnecessary to disturb the long standing practice of the fishermen who go to the Kathiawar coast where better supplies of fish are found and where curing facilities already exist.

(*g*) That the Indian consumer is so conservative that new methods of curing, canning, etc., have no chance of succeeding without the help of patient

demonstration by Government as an initial step towards the investment of Indian capital in a new enterprise, and that therefore the establishment of a Government demonstration fishing station at some large fishing centre on the Ratnagiri or Kanara coast may be found advisable, after the results of the Madras Government fishing station have been studied.

(*h*) That fishermen and fish curers cannot be expected to adopt the use of chemical preservatives and ice.

(*i*) That fresh fish cannot be provided to more distant markets than at present.

(*j*) That the present method of distribution of the catches cannot be improved upon and that there is no scope for the use of fast sailing boats or steam or motor launches for this purpose.

(*k*) That the Bombay fish markets are on the whole adequately supplied and that the great and recent rise in the price of fish is not due to scarcity but to the enormously increased demand of well-to-do Indians, especially Parsees.

(*l*) That very few species of open sea fish breed inside the creeks and estuaries and that there is no indication either that the small fry of these species are taken by creek fishermen, or that, generally speaking, creek fishing is in anyway depleting the supply of fish on the coast.

(*m*) That sharks and other predacious fish, which simply swarm all along the coast, make far greater inroads on "the harvest of the sea" than man can make by any means of destruction which he can devise.

(*n*) That trawling on the Bombay coast has already proved a failure, and a perusal of *Mr. Hornell's* remarks on the subject of trawling on the west coast leads to the conclusion that it would be premature to repeat the experiment until the bottom beyond the 30 fathom limit has been thoroughly examined.

(*o*) That there is undoubted scope for the introduction of sardine canning and mackerel pickling on the Ratnagiri and Kanara coast, but that this must be left to private enterprise either with or without the aid of a small Government demonstration station.

(*p*) That the chief reason why the fishing industry has not developed more rapidly of late years is that there is a heavy drain of young men from all the fishing castes for service on ocean steamers and in the Bombay mills, and that this kind of service is more congenial and more profitable than the arduous and precarious occupation of a fisherman.

The Government of Bombay passed the following Resolution on the report :—

Government approve generally the conclusions at which Mr. Lucas has arrived. The Commissioner of Customs, Salt, Opium and Abkari should be requested to submit proposals for improving the fish-curing yards as suggested in paragraph 53 of the report. The expenditure proposed should be kept within the amount of the profits realized from the yards in past years and from year to year in the future. He should also arrange to have salt issued from the fish-curing yards at ordinary yard rates for use in curing fish at sea in the large fishing boats south of Bombay, and should prescribe rules for the grant of the concession on the lines

indicated in paragraphs 49 and 50 of the report. He should be requested to keep himself informed of the progress made at the Government station in Madras towards the introduction of simple methods of pickling, smoking and canning fish, and to submit, if necessary, proposals for a station in the Ratnagiri District.

2. Mr. Lucas should be commended for the comprehensive and practical way in which he has dealt with the subject.

MANCHESTER SHIP CANAL COMPANY'S CERTIFICATES.

At the request of this Chamber the Manchester Ship Canal Company forwarded specimens of the signatures of the officers of that Company, who are authorised to sign receipts for goods received for shipment to Bombay, as well as an impression of the stamp which is embossed on each certificate. Members of the Chamber were informed that the specimen signatures and stamp could be seen, in the Chamber's office, by those interested on application to the Secretary.

MALARIA IN BOMBAY.

(See *Report*, 1908, *pp.* 114, 497.)

In December 1908 Government, in reply to a representation on the question, informed the Chamber that it was proposed to depute an expert medical officer with a suitable staff to conduct investigation into the causes of the outbreak of **malaria** and to devise measures of prevention for the future. It was estimated that these investigations would occupy about 18 months.

In July 1911 the Chamber was furnished by the Bombay Government with a copy of the report of Dr. Charles A. Bentley, M.B., D.P.H., who was appointed to conduct the investigations referred to above. Members of the Chamber were duly informed that the report in question was open to their inspection in the Chamber's rooms.

A copy of the letter forwarded by the Chairman of the Malaria Investigation Committee to Government, in submitting the above report, together with the Government Resolution thereon, will be found in *Appendix* W.

PUBLIC HOLIDAYS.

(See *Report*, 1910, *pp.* 91, 405.)

The Government of Bombay declared the 3rd June 1911 to be a public holiday under the Negotiable Instruments Act on account of the birth-day of His Majesty the King-Emperor. The 22nd June 1911 was also declared a public holiday on account of the Coronation of His Majesty. Both the above days were declared to be Charter Party Holidays by the Committee.

In September 1911 Government declared the following days to be public holidays :—

2nd December 1911.—The date of the arrival of Their Imperial Majesties The King-Emperor and Queen-Empress at Bombay.

7th December 1911.—The date appointed for the State Entry of their Imperial Majesties into Delhi.

12th December 1911.—The date appointed for the Imperial Durbar.

Of the above days the Committee declared the 2nd and 12th December to be Charter Party Holidays.

The Committee appointed annually by Government for the purpose of fixing the holidays for the ensuing year under the provisions of Section 25 of the Negotiable Instruments Act, met in the rooms of the Chamber on the 8th November 1911, and, in addition to the usual holidays, suggested the inclusion of the Mahomedan holiday, *Bakri-id*, in place of one of the days usually allowed for *Divali*. It was, however, pointed out to Government by the Holidays Committee that they were not recommending a permanent reduction in the number of days allotted to *Divali*, and that the above suggestion was only possible on this occasion, because the third day of *Divali* would fall on a Sunday.

Owing to the number of requests for additional holidays which are received from the different communities, the Holidays Committee were of opinion that the whole question of festivals to be observed as holidays should be re-discussed, and therefore suggested to Government that the Holidays Committee should meet earlier next year—say in the month of June—and decide for the future what days should be observed as Bank Holidays.

Government accepted the recommendations of the Holidays Committee and, in forwarding a copy of the notification declaring the holidays for 1912, stated that orders regarding the suggestion made in the last paragraph of the Report would be issued separately. (*Appendix* X.)

INFECTIOUS DISEASES.

A copy of Government Resolution No. 698, dated 1st February 1911, on the subject of the proposed preparation of a

single and satisfactory code of regulations under the Indian Ports Act, for the prevention of the spread of **infectious or contagious diseases** by means of ships arriving at and departing from India, will be found in *Appendix* **Y**.

BOARD OF TRADE HANDBILL ON BERI-BERI.

A circular was received during the year from the Bombay Government, Marine Department, dealing with **Beri-Beri**, its symptoms, treatment and prevention. Beri-Beri is a disease contracted through eating polished (white) rice.

The handbill was circulated to the Shipping Companies and is now published in the Appendix for the information of all members. (*Appendix* **Z**).

NUSHKI-SEISTAN TRADE ROUTE.

Through the courtesy of the Political Agent, Chagai, the Chamber was favoured with a copy of the **Camel Contract** for the carriage of goods between Nushki and Dewan Chah (Koh-i-Malik Siah), and a copy of the Camel Contract Agreement for the supply of transport beyond the Baluch-Persian Frontier and in Seistan.

Members were duly informed that the contracts in question could be inspected in the rooms of the Chamber by those interested.

EXHIBITIONS.

Papers in connection with the following Exhibition were received during the year and were made available to members :—

Calcutta "All British" Exhibition, 1912.

PROCLAMATION BY THE AUSTRALIAN GOVERNMENT.

The following Proclamation by the Government of the Commonwealth of Australia was received during the year and was duly passed on to shipping members for their information :—

> " Whereas by the **Customs Act**, 1909-1910, it is enacted that all goods, the importation of which may be prohibited by proclamation, are prohibited imports ; and that the power of prohibiting the importation of goods shall authorize prohibition subject to any special condition or restriction, and that goods imported contrary to any such condition or restriction shall be prohibited imports :"
>
> " And whereas it is desirable to prohibit the importation into the Commonwealth of goods packed in bags or sacks, whose contents exceed two hundred pounds in weight, and which in regard to unshipment must necessarily be carried on the backs of the persons employed in handling the same."
>
> " Now, therefore, I, William Humble, Earl of Dudley, the Governor General aforesaid, acting with the advice of the Federal Executive Council, do hereby prohibit, from and after the 1st day of August 1911, the importation into the Commonwealth of goods packed in bags or sacks, whose contents exceed two hundred pounds in weight, and which in regard to unshipment must necessarily be carried on the backs of the persons employed in handling the same."

RAINFALL AT BOMBAY, 1843 TO 1911.

The following statement showing the Rainfall registered at the Colaba Observatory, Bombay, for each month, during the years 1843 to 1911 is published for the information of members.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1843 ..	..	..	..	..	0·15	7·61	20·62	17·70	8·39	0·77	..	..	55·24
1844 ..	0·06	0·33	..	..	..	13·58	29·28	5·91	8·05	0·40	..	0·10	62·71
1845 ..	..	..	..	..	..	17·88	18·07	9·54	8 68	..	..	..	54·12
1846 ..	..	..	..	..	..	26·41	38·19	6·65	6·65	1·03	..	..	78·93
1847 ..	0.09	0·02	..	0·31	1·40	37·56	16·46	8·68	5·68	0·28	5·53	..	76·01
1848 ..	..	..	..	0·59	5·67	39·98	13·90	7·37	2·32	5·84	0·19	..	75·86
1849 ..	0·34	..	..	..	..	23·41	50·99	12·66	26·13	0·75	0·61	..	114·89
1850 ..	..	..	..	..	..	14·80	20·15	5·39	4·77	4·69	0·25	..	50·25
1851 ..	..	..	..	0·52	24·50	47.02	20·03	3·89	0·04	0·07	..	..	96·07
1852 ..	..	..	0·01	..	0·30	21·76	22·17	11·16	12·67	0·19	..	1·01	69·27
1853 ..	..	0·05	0·02	..	..	33·70	13·05	5·95	9·83	..	..	..	62·60
1854 ..	..	..	..	..	..	16·34	38·95	3·90	13·61	7·49	1·85	..	82·14
1855 ..	..	..	..	..	..	20·18	11·83	3·82	5·29	0·06	..	..	41·18
1856 ..	..	..	..	..	2·09	24·66	24·48	6·73	7 78	0 06	..	0·12	65·92
1857 ..	..	..	..	..	0·57	9·26	8·74	15·71	14·21	2·78	..	..	51·27
1858 ..	..	..	..	0·15	1·57	14·44	20 12	7·48	15·44	3·22	..	..	62·45
1859 ..	..	..	..	..	..	26·87	28·70	14·59	5·94	1·06	..	..	77·16
1860 ..	..	..	..	..	0·03	21·97	22·39	7·11	8·15	2·30	..	..	62·15
1861 ..	..	..	..	..	0·69	15·43	25·34	30·35	3·24	1·86	..	..	76·91
1862 ..	..	..	..	..	0·01	22·31	15·10	12·65	21·69	1·42	0·45	..	73·23
1863 ..	0·41	..	..	0·11	0·07	23·41	30·78	10·60	9·98	2·32	..	..	77·68
1864 ..	..	..	..	..	0·01	15·42	13·36	10·72	5·59	..	0·47	..	45·57
1865 ..	0·38	..	..	..	..	10·61	18·28	36·42	4·86	6·16	1·14	..	77·85
1866 ..	..	0·11	..	..	..	13·47	40·34	20·34	3·44	0·74	..	..	78·44
1867 ..	..	..	..	..	..	5·70	39·39	12·21	6·80	5·07	0·13	..	62·30
1868 ..	..	..	0·01	..	..	13·52	20·43	20·29	7·71	0·14	0·02	..	62·12
1869 ..	..	..	..	..	0·03	26·22	23 89	15·24	22·56	3·55	0·05	0·12	91·66
1870 ..	..	..	0·03	0·02	..	21·73	26·13	6·27	7·08	4·65	..	..	66·21
1871 ..	2·22	..	..	..	1·25	8·91	9·36	8·95	6·01	0·25	2·37	0·06	40 58
1872 ..	..	..	..	..	0·06	24·43	24·34	9·49	16·59	1·07	..	..	76·48
1873 ..	..	0·05	..	..	C·51	20·36	16·98	23·96	7·77	0·07	..	..	69·70
1874 ..	..	..	..	..	0·05	18·68	41·24	11·14	11·05	0·02	..	..	82·18
1875 ..	0·47	..	..	..	..	24·36	15·39	12·23	31·76	..	0·35	..	84·56
1876 ..	..	..	..	..	0·01	12·97	23·69	8·66	4·68	..	..	..	50·01
1877 ..	0·22	0·52	..	..	..	35·58	11·10	8·51	8·89	8·33	..	..	73·15
1878 ..	0·03	..	..	0·02	0·02	19·99	48·33	20·46	16·42	4·09	2·61	..	112·77
1879 ..	..	..	0·03	..	5·23	16·56	11·21	22·36	5·61	0·40	..	..	61·40
1880 ..	..	0·01	0·02	..	..	21·48	18·37	4·08	22·90	1 18	..	..	67·94
1881 ..	..	..	0·04	..	0·36	15·29	29·47	19·06	4·56	4·17	0·09	..	73·04
1882 ..	..	0·04	0·02	0·08	0·02	27·54	26·94	3·36	10·08	1·12	0·03	..	69·23
1883 ..	0·12	..	..	..	0·33	13·65	30·88	12·57	12·37	10·40	0·86	..	90·18
1884 ..	0 03	..	..	..	..	13·25	25·87	15·29	17·04	2·22	0·60	1·14	75·44
1885 ..	..	..	..	..	0·02	5·11	21·81	25·42	12·01	8·54	..	..	67·91
1886 ..	..	..	..	0·01	0·96	43·45	35·70	10·69	6·54	1·69	0·61	..	99·74
1887 ..	..	..	..	0·02	0·09	24·07	30·98	17·59	18·23	2·79	1·02	0·16	94·95
1888 ..	1·85	0·02	0·10	..	..	15·76	22·47	11·43	4·92	0 11	1·16	..	57·82
1889 ..	..	..	..	..	0·67	19·89	30·45	10·32	2·71	3·80	..	..	67·84
1890 ..	..	..	..	0·01	0·06	24·55	21·54	10·61	6·45	0·58	1·25	0·13	65·18
1891 ..	..	..	0·22	..	..	13·99	32·48	6·94	22·53	1·04	..	..	77·18
1892 ..	..	..	..	..	0·11	13·80	23·86	36·56	18·73	1·89	0·67	..	95·42
1893 ..	..	0·14	..	0·02	6·30	21·47	16·14	13·55	7·54	0·45	1·63	..	67·24
1894 ..	0·22	..	0·06	0·01	..	16·87	26·16	8·40	12·04	3·08	..	0·01	66·85
1895 ..	..	0·07	..	..	0·08	17·84	18·04	15·97	11·91	3·62	0·06	..	67·59
1896 ..	..	..	..	..	0·26	28·02	36·44	20·77	1·82	C 01	0·63	..	87·55
1897 ..	0·01	..	..	..	..	14·40	30·19	13·82	20·60	2·51	.	..	81·58

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1898 ..	..	0·17	.	..	0·16	27·21	20·72	5·28	19·94	0·48	0·13	..	74·09
1899 ..	..	..	..	1·57	0·08	20·81	4·72	5·23	3·49	..	..	..	35·90
1900 ..	..	..	..	..	..	18·26	25·75	17·62	7·49	..	..	..	69·12
1901 ..	0·74	..	..	0·04	0·01	25·36	32·70	14·27	1·81	0·39	..	..	75·32
1902 ..	..	..	..	..	..	9·77	16·96	16·53	27·11	0·78	0·01	0·81	71·97
1903 ..	..	..	0·17	..	7·79	19·75	24·82	18·23	7·82	5·91	..	..	84·49
1904 ..	..	..	0·07	..	0·12	15·10	10·14	5·72	1·81	0·36	...	..	33·42
1905 ..	..	0·08	..	..	..	6·53	15·30	4·35	6·16	0·20	1·04	..	33 66
1906 ..	..	0·15	..	..	..	12·91	18·34	20·92	3·28	..	..	..	56·30
1907 ..	..	0·27	..	0·06	...	22·48	59 05	15·99	2·26	0·67	..	..	100·78
1908 ..	0·09	0·07	0·06	..	.	12·39	23·65	9·87	6·79	0·62	..	..	53·54
1909 ..	..	..	..	..	..	16·60	30·05	8·52	16·05	..	..	..	71·22
1910 ..	..	..	..	..	0·03	23·50	0·50	18·15	15·25	4·29	0·14	..	67·86
1911 ..	0·03.	..	..	..	0·04	10·85	15·24	17·09	2·96	...	0·27	..	46·51

RAINFALL OF THE CALENDAR YEAR 1911.

The following table, in which the year is divided into the Meteorological Seasons observed on the Meteorological Department, is compiled from the Reports issued by that office in order to present, in a condensed form, a definite record of the weather of the past year :—

Stations	From 1st Nov. 1910 to 31st May 1911.			From 1st June to 31st Oct. 1911.			From 1st Nov. to 31st Dec. 1911.		
	Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Area. Bushire ..	18·60	12·03	+ 6 57	..	..	....	5·73	5·03	+0·70
,, 30th	..	..	....	0·00	0.07	— 0·07	5·59	4·95	+0·64
Jask ..	6·58	4·29	+ 2·29	0·00	0·17	— 0·17	0·48	1·27	—0·79
Muscat ..	..	..	....	0·00	0·42	— 0·42	0·97	0·87	+0·10
,, (30th)	3·19	4·01	— 0·82	0·00	0·41	— 0·41	0·17	0·81	+0·11
Punjab. Multan ..	4·45	1·93	+ 2 52	2·38	5·37	— 2·99	0·00	0·26	— 0·26
Rawalpindi ..	23·44	11·07	+12·37	14·60	22 91	— 8·31	2·35	1·02	+1·33
Lahore ..	7·86	4·58	+ 3·30	7·36	15·54	— 8·18	0·60	0·45	+0·15
Sirsa ..	3·10	2·78	+ 0·32	3·01	11·85	— 8·64	0·16	0·32	—0·16
Ambala ..	9·62	6·72	+ 2·90	13·42	26·24	— 12 82	1·30	0·10	+1·20
Delhi ..	3·46	4·01	— 0 55	19 39	24·08	— 4·69	1·23	0·64	+0·59
United Provinces. Agra ..	1·51	2·17	— 0 66	16 31	26·25	— 9·94	2·60	0·40	+2·20
Manipuri ..	3·41	3·29	+ 0·12	20·45	28·47	— 8·02	2·16	0·65	+1·51
Jhansi ..	2 17	2·19	— 0·02	24·25	36 32	— 12·07	1·01	0·37	+0·64
Cawnpore ..	1·64	2·37	— 0·73	22 84	33·57	— 10·73	3·01	0·37	+2·64
Allahabad ..	1·79	2 40	— 0·61	34·15	38 33	— 4·18	1·98	0·49	+1·49
Sind & Rajputana. Jacobabad ..	1·21	1·27	— 0·06	0·45	2 51	— 2 46	0·65	0·20	+0·45
Karachi ..	1·78	1·61	+ 0·17	0·21	6·65	— 6·44	0·28	0·20	+0·08
Ajmer ..	0·66	2·04	— 1·38	7·28	19·77	— 12·49	0·65	0·18	+0·47
Jaipur ..	2·59	2·06	+ 0·53	14·69	23·99	— 9·30	0·32	0·39	—0·07
Kotah ..	0·82	1·72	— 0·90	15·81	25·00	— 9·19	0·83	0·38	+0·45

	Stations.	From 1st Nov. 1910 to 31st May 1911.			From 1st June to 31st Oct. 1911.			From 1st Nov. to 31st Dec. 1911.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Gujarat, Kathiawar and Central India, West.	Bhuj ..	1·49	0·62	+ 0·87	1·68	13·90	—12·22	0·00	0·19	—0·19
	Dwarka ..	2·47	0·76	+ 1·71	2·65	13 67	—11·02	0·00	0·07	—0·07
	Veraval ..	0·95	0·71	+ 0·24	6·28	17·53	—11·25	0·00	0·68	—0·68
	Rajkot ..	1·44	0·72	+ 0·72	2·11	27·40	—25·29	0·00	0·37	—0·37
	Bhav'gar Para	1·03	0·85	+ 0·18	6·37	18·89	—12·52	0·02	0·54	—0·52
	Surat ..	0·48	0 43	+ 0·05	19·37	43·60	—25·23	0·00	0·17	—0·17
	Ahmedabad ..	0·54	0·69	— 0·15	9·84	32·55	—22·71	0·00	0·45	—0·45
	Deesa ..	1·43	0·76	+ 0·67	9·76	23·36	—13·60	0·00	0·23	—0·23
	Neemuch ..	0·27	1·43	— 1·16	20·27	28·64	— 8·37	0·18	0·47	—0·29
	Indore ..	0·97	1·62	— 0·65	18 44	32·02	—13·58	1·39	0·54	+0·85
Central Provinces.	Jubbulpore ..	2·37	3·22	— 0·85	36·94	55·89	—18·95	3·41	0·81	+2·60
	Saugor ..	2·30	2·97	— 0·49	36·94	45·60	— 8·66	2·00	1·07	+0·97
	Hoshangabad..	0·96	2·39	— 1·43	36·92	49·49	—12·57	3·44	0·98	+2·46
	Khandwa ..	4·79	1·57	— 3·22	12·31	29·78	—17·47	1·94	0·66	+1·28
	Akola ..	2·61	2·85	+ 0·24	19·32	31·31	—11·99	1·62	1·29	+0·33
	Amraoti ..	5·62	2·90	+ 2·72	17·65	31·73	—14·08	3·48	1·16	+2·32
	Nagpur ..	5·27	3·78	— 1·49	41·29	45·71	— 4·42	3·44	1·29	+2·15
	Chanda ..	3·69	4·61	— 0·92	43·95	51·14	— 7·19	0·07	1·30	—1·23
	Raipur ..	4·93	3·38	+ 1·55	54·86	47·27	+ 7·59	0·21	0·71	—0·50
Konkan.	Bombay ..	0·24	1·47	— 1·23	46·14	73·74	—27·60	0·27	0·55	—0·28
	Ratnagiri ..	1·60	2·19	— 0·59	63·44	105·16	—36·32	0·56	0·47	+0·09
	Marmugao ..	5·34	4·82	+ 0·52	70·28	88·61	—18·33	2·84	1·16	+1·68
	Karwar ..	5·04	6·08	— 1·04	74·49	117·69	—43·20	4·00	2·15	—1·85
Bombay Deccan, and Hyderabad.	Malegaon ..	0·14	1·77	— 1·63	17·56	22·31	— 4·75	3·04	0·76	+2·28
	Ahmednagar	3·33	3·03	+ 0·30	16·53	19·39	+ 2·86	2·06	1·09	+0·97
	Poona ..	2·44	3·40	— 0·96	12·93	24·49	—11·56	2·88	1·25	+1·63
	Sholapur ..	1·75	3·41	— 1·66	17·35	27·57	—10·22	2·09	1·62	+0·47
	Bijapur ..	2·81	4·43	— 1·63	12·09	20·15	— 8·06	0·26	1·28	—1·02
	Belgaum ..	4·17	6·77	— 2·60	37·94	43·36	— 5·42	1·16	1·88	—0·72
	Aurangabad ..	2·25	2·44	— 0·19	18·40	25·38	— 6·98	3·92	0·83	+3·09
	Nizamabad (Indur).	2·75	3·21	— 0·46	30·80	37·86	— 7·06	0·24	0·71	—0·47
	Hyderabad ..	2·71	4·10	— 1·39	18·81	27·46	— 8·65	0·92	1·65	—0·73
Malabar Coast and Ceylon.	Mangalore ..	10·76	11·56	— 0·80	95·14	112·38	—17·24	3·47	3·10	+0·37
	Calicut ..	20·34	18·77	+ 1·57	83·42	96·34	—12·92	5·09	5·69	—0·60
	Cochin ..	36·72	29·06	+ 7·66	78·60	86·37	— 7·77	10·59	7·91	+2·68
	Colombo ..	34·03	52·99	—18·96	28·45	36·58	— 8·13	23·25	19·92	+3·33
Madras (excluding Malabar) and Mysore.	Masulipatam.	4·95	9·23	— 4·28	25·48	31·68	— 6·20	7·75	7·08	+0·67
	Bellary ..	7·15	5·06	+ 2·09	10·52	14·67	— 4·15	0·28	2·08	—1·80
	Cuddapah ..	10·82	7·77	+ 3·05	15·68	24·93	— 9·25	2·80	5·13	—2·33
	Madras ..	15 84	22·36	— 6·52	17·46	28·03	—10·57	19·06	20·10	—1·04
	Bangalore ..	11·90	10·90	+ 1·00	22·34	25·06	— 2·72	1·84	3·81	—1·97
	Coimbatore ..	7·63	9·60	— 1·97	16·63	11·30	+ 5·33	5·95	4·51	+1·44
	Trichinopoly	10·65	14·32	— 3·67	18·93	18·22	— 1·29	11 97	7·85	+4·12
	Negapatam ..	14·10	33·12	—19·32	15·53	22 14	— 6·61	50·65	28·78	+21·87

COAL.

Imports of Coal into Bombay by Sea and Rail.

The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1905 to 1911 is printed for the information of members :—

From	1905.	1906.	1907.	1908.	1909.	1910.	1911.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe (Private Owners)..	121,374	173,608	167,355	124,353	233,822	202,600	200,434
Do. (State Railways)..	..	..	10,682	13,779	32,241	10,253	11,754
Australia (Private Owners).	6,259	13,961	16,254	103,996	41,141	19,943	24,351
Do. (State Railways)..	...	..	..	2,627	3,346	..	10,273
Japan (Private Owners) ..	23,302	3,367	2,581	..	10	6,653	6,975
Do. (State Railways) ..	..	..	..	..	..	..	..
Other Ports (Private Owners)	..	645	8,952	56,611	34,324	15,161	18,362
Do. (State Railways)..	..	..	8,150	7,697	33,332		..
Calcutta (Private Owners)..	772,548	805,416	748,470	580,718	525,076	650,368	623,237
Do. (State Railways)..	..	..	215,149	272,986	156,470	200,724	180,852
Total—By Sea ..	928,483	996,997	1,177,593	1,162,767	1,060,262	1,105,702	1,076,238
Total—By Rail ..	22,211	21,215	28,746	11,442	30,169	44,962	* ..
Grand Total ..	950,694	1,018,212	1,206,339	1,174,209	1,090,431	1,150,664	* ..

* Imports by Rail for the year 1911 are not available as Government discontinued publishing Quarterely Rail-borne Trade Returns of the Bombay Presidency.

N. B.—Imports of Coal by State Railways for the years 1905 and 1906 not recorded.

WHEAT.

The undermentioned notes have been made from statistics published by the Commercial Intelligence Department of the Government of India.

The total area under wheat during the season 1910-11 was 29,554,500 acres which was 1,537,000 acres or 5·5 per cent.

above the revised figure for 1909-10. The total outturn was estimated at 9,900,800 tons as compared with 9,590,600 tons (revised figure) for the previous year, giving an increase of 310,200 tons or 3·2 per cent.

Punjab.—The total area sown in British Districts was reported to be 8,206,000 acres as compared with 8,149,000 acres the previous year, an increase of 0·7 per cent.

The total outturn in British Districts was estimated at 3,219,000 tons as compared with 3,106,000 tons the previous year, an increase of 3·6 per cent. This yield was the largest since the two fine years of 1906 and 1907.

The Native States reported a total area of 1,096,000 acres which was the same as the previous year. The total outturn of this area was estimated at 406,000 tons as against 351,000 tons the previous year, an increase of some 15 per cent.

United Provinces.—The total area sown amounted to 7,320,000 acres, which was nearly 13 per cent. larger than that of the previous year.

The total yield was estimated at 2,910,000 tons compared with 2,975,000 tons the previous year, a decrease of 2 per cent.

Central Provinces and Berar.—The total area sown was reported to be 3,533,000 acres as compared with 3,064,000 acres for the previous year, an increase of 15 per cent. On the whole conditions were good in the important wheat-growing districts.

The total yield was estimated at 958,000 tons as against 949,000 tons the previous year, an increase of about 1 per cent. Two Native States (Khairagarh and Nandgaon)

reported a total area of 123,000 tons and an outturn of 33,000 tons compared with 112,000 acres and 43,000 tons the previous year.

Bombay.—The British Districts reported a total area of 1,212,000 acres as compared with 1,332,000 acres the previous year, a decrease of 9 per cent. The Native States (including Baroda) reported 474,000 acres as against 488,000 acres the previous year, a decrease of 3 per cent.

The total yield was estimated at 465,000 tons (306,000 in British Districts and 159,000 tons in Native States) as compared with 451,000 tons the previous year, an increase of 3 per cent. in spite of the decrease of 7 per cent. in area. Besides the above, about 11,200 acres, yielding some 3,100 tons, were estimated for tracts for which statistics are not usually received.

Bengal.—The total area sown was reported to be 1,383,000 acres as against 1,428,000 acres the previous year, a decrease of 3 per cent. Damage by hail was reported from certain places.

The yield was estimated at 600,000 tons against 541,000 tons the previous year, an increase of 11 per cent.

North-West Frontier Province.—The total area sown was reported to be 1,033,000 acres as against 1,008,000 acres the previous year, an increase of 2·5 per cent. The rainfall was beneficial, but hail storms did considerable damage in a few places.

The total yield was estimated at 266,000 tons as compared with 235,000 tons the previous year, an increase of 13 per cent.

Sind.—The total area was reported to be 544,000 acres as compared with 471,000 acres the previous year, an increase of 15 per cent. Innundation was favourable and rainfall good.

The total outturn was estimated at 133,000 tons as against 132,000 tons the previous year, an increase of 0·8 per cent.

Eastern Bengal and Assam.—The area sown was estimated at 74,700 acres as against 72,300 the previous year, an increase of 3 per cent. Owing to the presence of ample moisture in the soil the season commenced very favourably : but very little rain fell in the wheat-growing districts afterwards, and the result was a disappointing harvest.

The yield was estimated at 20,100 tons which was 21 per cent. less than the previous year.

Central India.—The total area sown was reported to be 2,460,000 acres as compared with 2,313,000 acres the previous year, an increase of 6·4 per cent.

The yield was estimated at 582,000 tons against 514,000 tons the previous year, an increase of 13 per cent.

Hyderabad.—Reported 1,104,000 acres compared with 1,097,000 acres the previous year, an increase of 0·6 per cent. The yield was estimated at 97,200 tons as against 67,900 tons the previous year, an increase of 43 per cent.

Rajputana.—The total area sown (excluding that in the Mewar State from which a return was not received) was reported to be 1,112,000 acres as compared with 1,005,000 acres the previous year, an increase of 10 per cent.

The total yield was estimated at 244,000 tons as against 243,000 tons the previous year, an increase of 0·4 per cent.

Mysore.—Reported 2,800 acres and 500 tons compared with 3,200 acres and 400 tons the previous year.

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The following figures show the total acreage and outturn of Wheat in each Official year from 1884-85 to 1910-11 :—

Years.	Acres.	Outturn in Tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040

Years.	Acres.	Outturn in Tons.
1905-06	26,295,800	8,578,540
1906-07	28,536,000	8,185,900
1907-08	22,806,200	6,104,200
1908-09	26,068,100	7,597,500
1909-10	28,017,500	9,590,600
1910-11*	29,554,500	9,900,800

The fluctuations in the total exports of wheat from India to Foreign Countries during the last 30 years are shown below :—

(1881-82 to 1910-11.)

Worst Years.			Best Years.		
Years.	Tons.	Rs.	Years.	Tons.	Rs.
1887-88 ...	676,908	5,56,23,733	1881-82 ...	995,050	8,62,00,618
1889-90 ...	690,110	5,79,26,147	1882-83 ...	709,688	6,08,38,136
1893-94 ...	607,842	5,19,39,850	1883-84 ...	1,050,070	8,89,58,113
1894-95 ...	344,506	2,56,62,468	1884-85 ...	792,494	6,31,60,182
1895-96 ...	500,208	3,91,43,765	1885-86 ...	1,053,446	8,00,53,311
1896-97 ...	95,531	83,64,498	1886-87 ...	1,113,181	8,62,59,856
1897-98 ...	119,630	1,34,11,515	1888-89 ...	880,570	7,52,32,794
1899-1900 ...	485,204	3,90,94,963	1890-91 ...	716,024	6,04,24,260
1900-01 ..	2,501	3,00,832	1891-92 ...	1,515,335	14,38,20,022
1901-02 ...	366,090	3,25,59,204	1892-93 ...	748,672	7,44,03,835
1902-03 ...	514,607	4,51,53,570	1898-99 ...	976,024	9,71,96,877
1908-09 ...	109,757	1,34,00,777	1903-04 ...	1,295,565	11,08,89,546
			1904-05 ...	2,150,025	17,90,60,692
			1905-06 ...	937,523	8,53,43,996
			1906-07 ...	801,445	7,25,44,650
			1907-08 ...	880,459	8,58,50,350
			1909-10 ...	1,050,574	12,70,30,884
			1910-11 ...	1,266,150	12,95,82,291

* The figures for 1910-11 are subject to revision.

ESTIMATE OF THE WHEAT CROP OF THE SEASON, 1910-11.

Share of each Province of Area and Yield for 1909-10 and 1910-11.

Province or State.	Area.			Yield.			Increase or Decrease in last and current year (1909-10 and 1910-11).			
	Average of previous 5 years ending 1908-09.	Of last year's crop, 1909-10.	Of current year's crop, 1910-11.	Average of previous 5 years ending 1908-09.	Of last year's crop, 1909-10.	Of current year's crop, 1910-11.	Area.	Percentage.	Yield.	Percentage.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Bombay (including Native States) ...	1,738,900	1,820,000	1,686,000	337,860	451,000	465,000	— 134,000	7·36	+ 14,000	3·10
Central Provinces & Berar	3,228,600	3,064,000	3,533,000	759,660	949,000	958,000	+ 469,000	15·30	+ 9,000	·94
Rajputana ...	804,700	(a) 1,005,000	(a) 1,112,000	167,640	(a)243,000	(a)244,000	+ 107,000	10·64	+ 1,000	·41
Central India ...	2,053,400	2,313,000	2,460,000	435,420	514,000	582,000	+ 147,000	6·35	+ 68,000	13·22
Sind (including Native States) ...	563,700	471,000	544,000	151,140	132,000	133,000	+ 73,000	15·49	+ 1,000	·75
Hyderabad ...	1,926,400	1,097,000	1,104,000	75,860	67,900	97,200	+ 7,000	·63	+ 29,300	43·15
Total of Provinces and States supplying Bombay...	9,415,700	9,770,000	10,439,000	1,927,580	2,356,900	2,479,200	+ 669,000	6·84	+ 122,300	5·18
Punjab (including Native States) ...	9,183,200	9,245,000	9,302,000	3,036,640	3,457,000	3,625,000	+ 57,000	·61	+ 168,000	4·85
N.-W. Frontier ...	1,010,100	1,008,000	1,033,000	255,800	235,000	266,000	+ 25,000	2·48	+ 31,000	13·19
United Provinces of Agra and Oudh...	6,266,000	6,491,000	7,320,000	2,057,780	2,975,000	2,910,000	+ 829,000	12·77	— 65,000	2 18
Bengal	1,246,800	1,428,000	1,383,000	367,500	541,000	600,000	— 45,000	3·15	+ 59,000	10·90
Eastern Bengal and Assam ...	133,300	72,300	74,700	35,880	25,300	20,100	+ 2,400	3·31	— 5,200	20·54
Mysore	3,300	3,200	2,800	416	400	500	— 400	12·5	+ 100	25·00
GRAND TOTAL...	27,258,400	28,017,500	29,554,500	7,681,596	9,590,600	9,900,800	+1,537,000	5·48	+ 310,200	3·23

(a) Excluding Mewar.

The yield per acre is shown in the following statement :—

Provinces.	Average of previous 5 years.	Year* 1909-10.	Year† 1910-11.
Bombay Proper	·194	·247	·275
Provinces supplying Bombay ...	·204	·241	·237
All India	·281	·342	·335

* Rectified. † Subject to revision.

The course of Retail Prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last ten years, and is here brought up to date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

	Punjab	United Provinces.	Central Provinces.	Bombay.
March 1894	23·88	16·19	18·06	13·12
„ 1895	21·62	15·19	14·56	14·56
„ 1896	14·25	12·25	13·88	13·37
„ 1897	8·25	8·88	9·0	7·75
„ 1898	14·37	12·94	11·19	9·56
„ 1899	17·5	17·19	15·0	12·94
„ 1900	14·81	12·31	9·44	7·62
„ 1901	11·23	10·5	8·87	8·18
„ 1902	15·56	14·31	12·75	9·19
„ 1903	15·01	14·75	13·82	9·85
„ 1904	16·85	15·67	14·76	13·24
„ 1905	15·30	12·95	14·32	12·34
„ 1906	14·04	11·40	12·30	8·88
„ 1907	16·57	12·75	14·72	9·90
„ 1908	8·56	7·81	8·25	7·75
„ 1909	8·88	9·48	10·18	7·93
„ 1910	11·33	10·26	11·18	8·48
„ 1911	14·5	13·40	13·96	10·04
April 1911	14·75	13·77	14·04	10·10

EXPORTS.

The table shows the Exports of Wheat from India to Europe in thousands of tons:—

From	1911	1910	190	1908	1907	1906	1905	1904	1903	1902	Average, 1900-1909
Bombay ...	166	84	108	1	28	24	210	265	139	10	79
Karachi ...	1,031	870	694	110	935	657	925	1,223	776	468	604
Calcutta ...	191	129	128	...	5	6	166	434	189	36	97
Total...	1,388	1,083	930	111	968	687	1,301	1,922	1,104	514	780

COTTON.

Receipts.—The arrivals of cotton into Bombay during the year ending 30th June 1911 amounted to 2,467,000 bales, a falling off of 685,000 bales or 21·73 per cent. compared with the season of 1909-1910, but an increase of 250,000 bales on the average of the previous ten years.

For the calendar year the total was 2,200,000 bales or 560,000 (19·58 per cent.) less than in 1910.

The total receipts from the Oomra and Khandeish Districts were 1,182,000 bales for the season, rather below the average and 553,000 bales less than in the previous season.

The arrivals from the other Districts were:—Bengals 431,000 bales, Dhollerahs 270,000 bales, Comptahs and Dharwars 251,000 bales, Broach 219,000 bales, and Scind 62,000 bales, all well above the average of the previous ten years, but in most cases considerably less than in 1909-1910 Dharwars, Compaths and Dhollerahs being the only Districts that showed any increase on the figures in the previous season.

The following table gives in detail the receipts at Bombay of the various growths during the season and calendar year together with the corresponding returns for the three previous

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years and the respective averages for the preceding decade:—

Receipts of Cotton into Bombay of each growth.

(000's omitted.)

Growths.	Seasons ending 30th June				Average 1899-1900 to 1908-09.	Calendar years ending 31st Dec.				Average 1900 to 1909.
	1910-11.	1909-10.	1908-09.	1907-08.		1911.	1910.	1909.	1908.	
	F. P. Bales.	F.P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales	F. P. Bales.	F. P. Bales.	F. P. Bales.
Khandeish	401	423	307	181	386	328	388	395	202	400
Central India ..	152	218	111	69		140	211	126	69	
Barsee and Nugger..	120	272	129	135	153	102	216	193	115	159
Berar	359	526	341	317	675	367	443	442	296	701
Central Provinces ..	150	296	155	243		220	213	252	196	
Total Oomras..	1,182	1,735	1,043	945	1,214	1,157	1,471	1,408	881	1,260
Dhollera	270	250	219	216	175	252	257	214	188	174
Broach	219	306	192	209	174	229	305	190	210	172
Coompta & Dharwar.	251	223	243	226	153	253	278	180	227	149
Westerns	39	46	52	19	27	54	43	53	28	28
Bengal. N.-W. Provinces.	295	414	291	344	395	111	333	427	331	412
Bengal. Rajputana.	136	123	68	63		125	128	79	39	
Sind	62	44	35	45	43	72	40	48	45	44
Persian	3	5	3	2	5	3	3	6	2	5
Other Sorts	10	6	20	54	28	44	2	17	54	28
Total..	2,467	3,152	2,166	2,123	2,214	2,300	2,860	2,622	2,005	2,272

Exports.—The high prices ruling for American cotton caused a good export demand for Surats during the season under review and shipments were on a free scale and while as mentioned above, the receipts into Bombay showed a falling off of 685,000 bales during the season the decrease in shipments when compared with 1909-1910 was only 340,000 bales. The chief feature in the year was the extraordinary high prices that were paid for Surats (Fine m. g. Broach having at one time been quoted as high as Rs. 400 per candy or equivalent to over 8d. per lb cif.).

The total exports for the season were 1,682,000 bales or 16·81 per cent. less than in the previous season but 34·45 per cent. more than the average of the previous ten years while for the calendar year the returns show a decrease of 30·51 per cent. and an increase of 13·30 per cent. on the ten years average. The high prices current evidently checked the demand from China and Japan as only 629,000 bales were exported there as against 933,000 bales in the previous

season or a decrease of 32·58 per cent., but when comparing these figures it must be borne in mind that the previous year's total was a record one, the average of the previous ten years being only 508,000 bales. To Europe the decrease in shipments was only 40,000 bales or 3·79 per cent. while out of this Great Britain took 57,000 bales or a little over 3 per cent. of the whole exports.

The total mill consumption was estimated at 953,000 bales, rather less than last season and also a little below the average of the previous ten years :—

Exports of Cotton and Mill Consumption.
(000's omitted.)

To—	Seasons ending 30th June.				Average, 1899-1900 to 1908-09.	Calendar years ending 31st December.				Average, 1900 to 1908.
	1910-11.	1909-10.	1908-09.	1907-08.		1911.	1910.	1909.	1908.	
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.
Great Britain	57	96	22	28	43	47	93	34	27	44
Continent	957	958	621	703	673	730	1,060	639	633	693
Total Europe ..	1,014	1,054	643	731	716	a 777	b1,153	c 673	*d* 660	737
China and Japan ..	629	933	709	408	508	624	885	748	468	505
Calcutta and Coast Ports	39	35	23	46	27	38	33	29	34	28
Total Eastward ..	668	968	723	454	535	662	918	777	502	533
Total Exports	1,682	2,022	1,366	1,185	1,251	1,439	2,071	1,450	1,162	1,270
Mill Consumption ..	953	984	1,099	1,079	989	* 953	*984	*1,099	*1,079	*989
Grand Total ..	2,635	3,006	2,465	2,264	2,240	2,392	3,055	2,549	2,241	2,259

* Years ending 30th June.

a Excluding 450 bales exported to U. S. of America.
b Do. 797 do. do. do.
c Do. 2,265 do. do. do.
d Do. 100 do. do. do.

It will be seen on analysing the foregoing statement of Exports and Mill Consumption that the supplies of cotton available at Bombay last season were distributed in the following proportion :—

Distribution.

Exported to Great Britain ...	2·163
,, ,, Continent	36·319
,, ,, China and Japan ...	23·871
,, ,, Calcutta and Coast ...	1·480
Total Exports	63·833
Mill Consumption	36·167
Total	100·000

The annexed tables show the actual clearances to European Ports during the last two calendar years :—

Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1910 *and* 1911.

To—	1911.			1910.			Increase or Decrease.	Percentage.
	6 months ending 31st December.	6 months ending 30th June.	Total for 12 months.	6 months ending 31st December.	6 months ending 30th June.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool ..	2,084	(C)39,903	41,987	(a)12,547	(e)79,867	92,414	— 50,427	54·56
London. ..	5	114	119	16	21	37	+ 82	221·62
Manchester ...	....	4,280	4,280	....	981	981	+ 3,299	336·28
Hull .. —	..	(D) 1,651	1,651	209	(f) 427	636	+ 1,015	159·59
Marseilles ..	(A) 1,252	(E)12,999	14,251	(b) 6,133	(g) 19,549	25,682	— 11,431	44·50
Havre.. ..	2,463	13,918	16,381	2,584	27,113	29,697	— 13,316	44·83
Dunkirk ..	1,198	70,797	71,995	10,946	71,955	82,901	— 10,906	13·15
Rouen ..	..	200	200	..	100	100	+ 100	100·00
Antwerp ..	9,630	(F)138,478	148,168	45,320	(h)150,796	196,116	— 47,948	24·44
Ghent ..	55	1,210	1,265	1,100	1,200	2,300	— 1,035	45·00
Hamburg ..	(B)13,340	(G)112,537	125,877	51,412	(j)146,723	198,135	— 72,258	36·46
Bremen ..	688	8,405	9,093	1,563	14,172	15,735	— 6,642	42·21
Genoa.. ..	14,207	66,806	81,013	(c)77,081	95,574	172,655	— 91,642	53·07
Venice ..	24,005	48,122	72,127	(d)33,231	(k)39,391	72,622	— 495	·68
Leghorn ..	....	75	75	400	375	775	— 700	90 32
Naples ..	5,348	11,254	16,602	9,539	11,382	20,921	— 4,319	20·64
Catania ..	575	650	1,225	100	949	1,049	+ 176	16·77
Ancona —	900	2,802	3,702	1,998	2,571	4,569	— 867	18·97
Trieste ..	20,922	96,451	117 373	57,928	101,246	159,174	— 41,801	26·26
Fiume . ..	2,621	(H) 9,955	12,576	3,858	(l) 7,249	10,907	+ 1,669	15·30
Barcelona ..	1,820	30,725	32,545	21,590	32,484	54,074	— 21,529	39·81
Malaga ..	....	299	299	200	100	300	— 1	·33
Santandar ..	....	100	100	50	....	50	+ 50	100·00
Passages ..	140	70	210	....	....	....	+ 210	....
Corunna ..	....	....	....	100	....	100	— 100	....
Ferrol ..	....	400	400	....	....	....	+ 400	....
Rotterdam ..	....	110	110	....	112	112	— 2	1·78
Christiania ..	..	....	....	105	195	300	— 300	....
Bergen ..	55	110	165	110	210	320	— 155	48·43
Aalesund ..	....	....	....	....	10	10	— 10	....
Stockholm ..	....	....	....	....	150	150	— 150	....
Gothenburg ..	....	1,070	1,070	715	5,100	5,815	— 4.745	81·59
Norkopping ...	....	220	220	....	50	50	+ 170	340·00
Uddevalla .	....	255	255	100	165	265	— 10	3·77
Malmoe ..	....	550	550	220	1,405	1,625	— 1,075	66·15
Warberg ..	....	....	....	220	510	730	— 730	..
Lisbon ..	3	55	58	....	196	196	— 138	70·40
Riga	....	....	....	....	500	500	— 500	....
Odessa ..	.. ..	....	....	....	900	900	— 900	....
Syra.. ..	110	365	475	205	125	330	+ 145	43·93
Total ..	101,481	674,936	776,417	339,380	813,853	1,153,233	Net Decrease 376,816 = 32·67	

N. B.—The totals for each port cannot be taken as showing the actual imports of the country to which the said port belongs—for, in some cases the named port is used as a transhipping port to other countries, as the underquoted notes will show :—

1911.—**(A)** Including 989 Bales for Spain. **(B)** 24 Sweden.
(C) Including 220 Bales for Spain. **(D)** 610 Sweden, 491 France. **(E)** 8,764 Spain.
(F) 1,748 France. **(G)** 2,060 Sweden. **(H)** 220 France, 110 Italy.

1910.—(a) Including 249 Bales for Spain. (b) 3,952 Spain. (c) 200 Switzerland. (d) 200 Austria.
(e) Including 111 Bales for Norway, 309 Sweden. (f) 317 Sweden, 110 Spain.
(g) 14,206 Spain. (h) 605 Germany. (j) 2,926 Sweden. (k) 100 Austria. (l) 110 Italy.

The following tables give the actual clearances from Bombay to the various countries in Europe for the last two calendar years and show that Italy has again taken the largest share of Bombay's cotton exports, *viz.*, 175,000 bales followed by Belgium with 148,000 bales, Germany 133,000 bales and Austria 130,000 bales, while the United Kingdom only took 47,000 bales during the same period :—

Actual Clearances of Cotton from Bombay to each Country in Europe during the years ending 31st December 1910 *and* 1911.

Country of Destination.	1911.	1910.
	F. P. Bales.	F. P. Bales.
United Kingdom	46,706	92,972
France	95,553	120,222
Belgium	147,685	197,811
Holland	110	112
Switzerland	.....	200
Spain	43,537	73,041
Portugal	58	196
Italy	174,854	272,201
Sweden	5,004	12,187
Norway	.....	741
Germany	132,886	211,549
Austria	129,619	170,271
Russia	.....	1,400
Greece	425	330
Total ...	* 776,417	† 1,153,233

* Excluding 450 Bales exported to U. S. of America.
† „ 797 „ „ „ „

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872 ...	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873..	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874.....	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,953	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892...	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,325	34,921	21,548	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897...	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898...	1,910,149	36,174	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41 [illegible]	21,041	20,643	...
Do. 31st Dec. 1900...	1,147,591	2 [illegible]	20,844	7,458	...
Do. 31st Dec. 1901...	2,947,198	[illegible]	21,918	23,579	...
Do. 31st Dec. 1902...	2,159,823	43,709	26,865	16,844	...
Do. 31st Dec. 1903...	2,664,171	52,654 *	31,522	21,131	...
Do. 31st Dec. 1904...	2,292,791	48,673 *	29,666	19,006	...
Do. 31st Dec. 1905...	2,534,599	53,255 *	31,427	21,828	...
Do. 31st Dec. 1906...	2,635,432	54,215 *	33,516	20,699	...
Do. 31st Dec. 1907...	2,976,312	60,171 *	37,054	23,117	...
Do. 31st Dec. 1908...	2,302,349	48,844 *	39,706	9,138	...
Do. 31st Dec. 1909...	2,736,023	57,502 *	38,310	19,192	...
Do. 31st Dec. 1910...	3,163,919	65,353 *	40,617	25,236	...
Do. 31st Dec. 1911...	2,390,016	54,123 *	44,028	10,095	...

* Including Rs. 10,900 credited to Chamber's Funds for Office Supervision.

Statement showing the total measurement of Bales and Miscellaneous Packages with Receipts, for the Years 1907 to 1911.

Year.	Nett Bales certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1907	2,718,592	42,478 0 0	257,584	16,775 11 6	136	68 0 0	.....	849 15 0	2,976 312	60,171 10 6
1908	2,057,611	33,181 6 9	242,678	15,806 6 6	60	30 0 0	.....	826 5 9	3,302,349	46,844 3 0
1909	2,460,796	38,449 15 0	275,208	18,173 11 6	19	9 8 0	.....	869 7 0	2,736,023	57,502 9 6
1910	2,855,234	44,613 0 6	308,668	20,011 10 6	17	8 8 0	.....	1,219 14 3	3,163,919	65,853 1 3
1911	2,074,080	32,407 8 0	315,936	20,837 8 6	...	.....	.....	878 4 0	2,390,016	54,125 4 6

BOMBAY CHAMBER OF COMMERCE.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1911.

RECEIPTS.	Amount. Rs. A. P.	Amount. Rs. A. P.	EXPENDITURE.	Amount. Rs. A. P.	Amount. Rs. A. P.
Balance on 31st December 1910		1,12,109 14 5	Office rent	4,968 0 0	
Subscriptions for Membership	19,511 8 0		Printing—		
Subscription for Publications	21,677 11 8		Annual Report, 1910, and other Miscellaneous Papers	3,010 5 0	
			Advertisements re Meetings, Elections, &c...	283 13 8	
			Books and Periodicals	975 8 5	
Measurement Fee Account.			Office Salaries (Chamber's Head Office and Statistical Department, Millowners' and Cotton Trade Associations)	48,558 10 3	
Rs. a. p.			General charges including Petties, Postage, Fire Insurance Premium, &c.	2,117 8 4	
Measurement Fee Receipts... 54,123 4 6			Cost of Weather and Crop Reports	2,520 0 0	
			Stationery	628 13 7	
Rs. a. p.			Printing Daily and Weekly Trade Returns, Manifests and other Statistics, and Contributions to the G. I. P. Railway	23,229 3 11	
Less—Salaries to Measurers, Sepoys, etc. 34,028 7 2			Auditors' Fee for the year ending 31st December 1911	150 0 0	
—Contribution to the Chamber's Establishment . 10,000 0 0			Telephone Rent from 1st March 1911 to 28th February 1912	200 0 0	
44,028 7 2			Law charges	102 8 0	
	10,094 13 4		Furniture	597 12 0	
			Contribution, Interest, &c., paid to Provident Fund	2,490 0 10	
Interest on Fixed Deposits	4,040 0 0		Expenses in connection with the Addresses of Welcome, &c., presented to the Retiring and Incoming Viceroys of India and to Their Imperial Majesties the King-Emperor and Queen-Empress	824 0 0	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	394 3 7				90,656 6 0

	Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
Contribution from the Measurement Fee Account to Chamber's Establishment.....	10,000 0 0		Funds of the Chamber as under :—		
			Fixed deposit receipts of the Chartered Bank for 1 year at 4 per cent..	36,500 0 0	
Contribution from the Bombay Cotton Trade Association, Ld.....	6,920 0 0		Do. National Bank of India, Ld., for 1 year at 4 per cent.....	31,000 0 0	
Contribution from the Bombay Millowners' Association	7,500 0 0		Do. Bank of Bombay for 1 year at 4 per cent.	30,000 0 0	
Balance of Receipts over Expenditure on Arbitration Fees	375 0 0		Bank of Bombay Current Deposit Accounts— Rs. a. p.		
		80,513 4 7	Balance of Chamber's Current Accounts..... 6,008 15 6		
			Less—Amount due to the late Mr. C. J. Michael's Family Fund 214 6 0	5,794 9 6	
			Cash in hand	508 1 6	
			Amount to be recovered.....	255 2 0	
				1,94,057 13 0	
			Less—Cost of Weather and Crop Reports, Auditors' Fee, &c., unpaid	2,091 0 0	
			Net Balance to carry forward ..	....	1,01,966 13 0
Total Rs. ..	....	1,92,623 3 0	Total Rs.	....	1,92,623 3 0

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, 17*th January* 1912.

R. E. GREGOR-PEARSE,

Acting Secretary.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1911.

RECEIPTS.	Rs. a. p.	Rs. a. p.	EXPENDITURE.	Rs. a. p.	Rs. a. p.
Balance on 31st December 1910	....	21,017 12 9	Claims paid to Members of the Staff..	.....	8,680 11 5
Subscriptions paid by the Members of the Staff	....	3,062 7 9			
Contribution paid—			Balance as under—		
By the Chamber of Commerce	2,425 7 9		City of Bomb Improvement Trust		
,, ,, Millowners' Association.....	384 0 0		Bonds at 4 per cent. for Rs. 16,000—cost	15,865 0 0	
,, ,, Cotton Trade Association, Ld.	253 0 0				
		3,062 7 9			
Interest	....	867 14 3	Port Trust Bonds at 4 per cent. for		
Premia on 4 per cent. City of Bombay Improvement Trust Bonds of Rs. 4,500 sold	81 4 0		Rs. 3,000—cost	2,992 8 0	
Less—Expenses	68 4 0		Cash in the Bank of Bombay	508 8 3	
		13 0 0			
Forfeitures	....	13 1 2			
					19,356 3
Total Rs. ..	....	28,036 11 8	Total Rs. ..	....	28,036 11 8

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, 17*th January* 1912.

R. E. GREGOR-PEARSE,
Acting Secretary.

THE BOMBAY CHAMBER OF COMMERCE.

THE LATE MR. C. J. MICHAEL'S FAMILY FUND.

Statement of Accounts from 1st January to 31st December 1911.

RECEIPTS.	Rs. a. p.	Rs. a. p.	EXPENDITURE.	Rs. a. p.	Rs. a. p.
Balance on 31st December 1910	....	17,311 14 0	Monthly allowance paid to Mrs. Annie Michael.....	2,520 0 0	
Interest on Fixed Deposits	....	652 8 0	Tuition and Board fees of Master Cyril Michael.....	480 0 0	
					3,000 0 0
			Balance as under :—		
			Fixed Deposit Receipt of the Bank of Bombay for 1 year at 3½ per cent.	13,500 0 0	
			Do. do. for 6 months at 2½ per cent.....	1,250 0 0	
			Cash with the Chamber of Commerce.....	214 6 0	
					14,964 6 0
Total Rs. ..	....	17,964 6 0	Total Rs. ..	....	17,964 6 0

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, *17th January* 1912.

R. E. GREGOR-PEARSE,
Acting Secretary.

APPENDIX A.

ADDRESS OF WELCOME TO THEIR IMPERIAL MAJESTIES.

To His Most Excellent and Imperial Majesty

KING GEORGE THE FIFTH,

King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Defender of the Faith,

EMPEROR OF INDIA.

AND

To Her Excellent and Imperial Majesty

THE QUEEN-EMPRESS.

May it please Your Imperial Majesties,—We, the Chairmen and Vice-Chairmen of the Chamber of Commerce, Millowners' Association, Cotton Trade Association and Indian Merchants' Chamber and Bureau, on behalf of our Members and as representing the Commercial Community of Bombay, desire to approach Your Imperial Majesties with an assurance of our deep loyalty and affection and with a sincere and cordial welcome to Your Imperial Majesty's great Indian Empire and to the City of Bombay, the oldest possession in India of the British Crown.

Your Imperial Majesty's gracious resolve to visit this country so soon after Your Accession, to proclaim Your Coronation at the ancient and Imperial City of Delhi, has touched the hearts of the peoples of India as a great and noble act worthy of Your Imperial Majesty's high position, and as striking evidence of your Imperial Majesty's great interest in this important part of your Dominions.

The visit of Your Imperial Majesties to this City only a few years ago is still fresh in our memories; and the hearty response which has been made to the schemes that have been formulated to welcome and celebrate the arrival of Your Imperial Majesties on this unique and memorable occasion, proves most conclusively our loyalty to Your Throne and our devoted attachment to Your Imperial Majesty's person and family.

Your Imperial Majesties' visits in recent years to Canada and Australia and this second visit to India will help to bind together Your Imperial Majesty's subjects in every part of the world. It is a matter of the greatest satisfaction to us in Bombay that India should have been selected as the country for a first visit after Your Accession and that Bombay has been honoured as the Port of arrival. The Commercial Community of this City—European and Indian—cordially welcome Your Imperial Majesties, and are proud of having this opportunity of testifying their loyalty and devotion.

It would have been a source of great satisfaction to the Mercantile Community of Bombay if the Alexandra Dock, the foundation stone of which Your Imperial Majesty was graciously pleased to lay on Your last visit, could on this occasion have been formally opened ; but a year or more is still required to complete this great work which will give Bombay an additional wet dock for her great and rapidly increasing trade as well as those modern facilities which are necessary for her important position as the Port of arrival and departure of the English Mail Steamers.

Bombay with its splendid harbour has always been a great commercial port and, as time goes on, its influence and importance must increase. The Chamber of Commerce was founded in September 1836 in the reign of His Majesty King William IV., and therefore has been in existence for over 75 years. In March 1870 the Chamber had the honour of presenting an address to His Royal Highness the late Duke of Edinburgh ; and it is only a few years ago since Their Royal Highnesses the Duke and Duchess of Connaught were living amongst us, His Royal Highness being Commander-in-Chief of the Bombay Army from 1886 to 1890.

Since His Royal Highness the Duke of Edinburgh landed in Bombay, great changes have taken place. The population has increased by 50 per cent. and is now little short of one million. The vessels annually entering the Port have increased from 2,200 to over 52,000 ; and in the City and Island of Bombay there are now 89 Cotton Mills employing 105,000 workpeople as against only 10 Mills in 1870 with less than 9,000 employees. The Millowners' Association was established in 1875 to deal with matters affecting this great and growing industry and has now amongst its members many of our leading citizens.

Bombay is, moreover, the chief market in India for raw cotton and the growth of this trade is shown by the fact that whereas in 1870 the receipts into Bombay were only one million bales, last year they reached the large total of over three millions. The Cotton Trade Association was formed in 1876 to deal with this important branch of trade and can look back on a long and useful career.

The Indian Merchants' Chamber and Bureau was founded about four years ago, to protect the interests of the internal trade of the Country, and is likely to have a career of great usefulness.

The visit of Her Imperial Majesty the Queen-Empress to India is viewed with the liveliest satisfaction by all classes of the community, for Her Imperial Majesty's great interest in all charitable works and solicitude for the poor and suffering, are characteristics well known already to the people of this Country.

With our earnest prayer for the health and welfare of your Imperial Majesties, trusting that your Imperial Majesties' visit to India may be most enjoyable and successful and that your Imperial Majesty's reign may be long and prosperous,—in the name and on behalf of the Members of our Associations.

We have the honour to be,
Your Imperial Majesties'
Most faithful and obedient subjects,

C. H. ARMSTRONG, Chairman, W. L. GRAHAM, Dy. Chairman,	Bombay Chamber of Commerce.
N. N. WADIA, Chairman, J. F. BRADBURY, Dy Chairman,	Bombay Millowners' Association.
H. R. GREAVES, Chairman, T. D. MOORE, Dy. Chairman,	Bombay Cotton Trade Association, Ld.
MANMOHANDAS RAMJI, Chairman, PURSHOTAMDAS THAKORDAS, Dy. Chairman.	Indian Merchants' Chamber and Bureau.

BOMBAY, *2nd December* 1911.

No. 379-D.

POLITICAL DEPARTMENT,

BOMBAY CASTLE, 15th January 1912.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your office letter No. 925, dated the 14th November 1911, I am directed to say that Their Imperial Majesties have been graciously pleased to accept the address presented on behalf of the Mercantile Community of Bombay.

The King-Emperor commands that a cordial expression of thanks in his own name and that of the Queen-Empress may be conveyed to the Mercantile Community for their loyal address of congratulation. Their Imperial Majesties have been deeply touched by the warmth of the welcome accorded to them in Bombay. They have read with feelings of sincere pleasure the evidence in the address of the steady growth of her commerce and industries, and they are gratified to learn that the facilities which the expansion of her trade requires will before long be increased by the completion of the Alexandra Dock. Their Imperial Majesties carry away with them from Bombay many happy memories of a land which they have left with deep regret, and the Mercantile Community may rest assured that they will continue to take a deep and lively interest in the prosperity and well-being of their city —I have, &c.,

K. BARLEE,
For Secretary to Government.

APPENDIX B.

OFFICIAL RECOGNITION OF CHAMBERS OF COMMERCE.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 15th July 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to enquire whether your Committee agree with the conclusion arrived at by this Chamber that the time

has now arrived when Government might make some declaration as to the position of existing Chambers of Commerce and place a limit on the number of additional Associations of the kind which will be accorded official recognition.

For some time past it nas been noticeable that numerous "Chambers of Commerce" or analogous Associations are coming into existence which have no real title to the designation they assume.—Yours faithfully,

A. SHAKESPEAR,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 27th July 1911.

The SECRETARY, UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

DEAR SIR,—In reply to your letter, dated 15th instant, regarding official recognition of Chambers of Commerce, I am directed to inform you that my Committee sympathise with the general idea, but feel they cannot recommend any action being taken by this Chamber. It does not appear to them at all likely that Government will make the declaration your Chamber propose asking for, because in reality there is no such thing as "official recognition" of Chambers of Commerce by Government, though, of course, a tacit understanding, it is conceded, does exist between the various European Chambers and the Local and Imperial Governments.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX **C-1.**

STAMPING OF DUPLICATE RECEIPTS.

No. 396.

CHAMBER OF COMMERCE,
KARACHI, 12th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—A circular letter has been issued from the local Stamp Office pointing out that duplicate receipts require to be stamped one

anna the same as the original quoting in support, article 25, clause (*a*), Schedule I of the Stamp Act. My Committee are of opinion that duplicate receipts do not require to be stamped and it has not been the practice in Karachi to stamp them.

I am directed to enquire what procedure is followed in your Presidency. I might mention that one clause has been suggested as bearing on the point, *viz.*, that receipts for money for which no consideration has been received require no stamp. It is thought, however, this might be argued as referring only to the acknowledgment of gifts, charitable or otherwise.

Trusting to be favoured with a reply at your early convenience.—Yours faithfully,

E. L. ROGERS,
Secretary.

No. 737 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 31st August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—In reply to your letter No. 396, dated 12th instant, regarding the stamping of duplicate receipts, I am directed to inform you that, in the opinion of my Committee, there can be no doubt that a "duplicate" receipt does require a stamp, but a "Copy" does not The latter, however, if unstamped, cannot be used as direct evidence and on this point reference might be made to Section 63 of the Evidence Act.

I am to add that my Committee are unable to say whether all "duplicate" receipts in Bombay are stamped, but some certainly are and all should be. They are also of opinion that if a second receipt is for no legal purpose, it is sufficient if it is marked "Copy" and not stamped.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 495.

CHAMBER OF COMMERCE,
KARACHI, 20th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Stamping of Duplicate Receipts.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 31st August on the above subject and to thank your Committee for their expression of opinion communicated therein.—Yours faithfully,

E. L. ROGERS,
Secretary.

APPENDIX C-2.

REVENUE ADHESIVE STAMPS.

No. 252 F.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT.

SEPARATE REVENUE.
Stamps.

From

J. E. C. JUKES, ESQ., I.C.S.,
Under Secretary to the Government of India,

To

THE SECRETARY TO THE GOVERNMENT OF MADRAS, REVENUE DEPARTMENT.

THE CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY, REVENUE DEPARTMENT.

THE SECRETARY TO THE GOVERNMENT OF BENGAL, FINANCE DEPARTMENT.

THE SECRETARY TO THE GOVERNMENT OF EASTERN BENGAL AND ASSAM, MUNICIPAL DEPARTMENT.

THE SECRETARY TO THE GOVERNMENT OF UNITED PROVINCES. SEPARATE REVENUE (STAMPS) DEPARTMENT.

THE CHIEF SECRETARY TO THE GOVERNMENT OF THE PUNJAB.

THE REVENUE SECRETARY TO THE GOVERNMENT OF BURMA.

THE HONOURABLE THE CHIEF COMMISSIONER OF THE CENTRAL PROVINCES.

THE HONOURABLE THE CHIEF COMMISSIONER OF THE NORTH-WEST FRONTIER PROVINCE.

THE HONOURABLE THE CHIEF COMMISSIONER OF AJMER-MERWARA.

THE CHIEF COMMISSIONER OF COORG.

THE HONOURABLE THE CHIEF COMMISSIONER OF BALUCHISTAN.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE, CALCUTTA.

THE SECRETARY, PUNJAB CHAMBER OF COMMERCE, DELHI.

THE SECRETARY, KARACHI CHAMBER OF COMMERCE, KARACHI.

THE SECRETARY, MADRAS CHAMBER OF COMMERCE, MADRAS.

THE SECRETARY, UPPER INDIA CHAMBER OF COMMERCE, CAWNPORE.

THE SECRETARY, RANGOON CHAMBER OF COMMERCE, RANGOON.

CALCUTTA, the 23rd January 1911.

SIR,—I am directed to forward a copy of a letter from the Chairman and the Secretary of the Chamber of Commerce, Bombay, No. 826, dated the 8th October 1910, suggesting the introduction of certain new denominations of revenue adhesive stamps, and to request that [with the permission of His Excellency the Governor in Council / His Honour the Lieutenant-Governor (in Council)], the Government of India may be furnished with the views of the Government of / your views / the views of the Chamber of Commerce of the proposal made by the Bombay Chamber. I would ask that, in considering the proposal, due weight may be given to the particular danger of fraudulent use to which adhesive stamps are exposed.—I have, etc.,

J. E. C. JUKES,
Under Secretary to the Governor of India.

Copy forwarded to the Chairman, Bombay Chamber of Commerce, for information, in continuation of the letter from this Department, No. 5409 F., dated the 14th October 1910.—By order,

J. E. C. JUKES,
Under-Secretary to the Government of India.

No. 429 of 1911.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 3rd March 1910

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Revenue Adhesive Stamps.

DEAR SIR,—The proposal which was made in this connection by you, in your letter No. 826, dated 8th October 1910, to the Government of India, Finance Department, has been referred to this Chamber for opinion. It has been carefully examined by the Committee, who have addressed Government in regard to it. A copy of their letter is attached hereto for information.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 424 of 1911.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 3rd March 1911.

To the SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,

SIR,—I am directed to acknowledge the receipt of your letter No. 252-P, dated 23rd January 1911, forwarding a copy of the marginally noted communication, in which it is suggested that certain new denomination of adhesive revenue stamps should be introduced:

Letter No. 826, dated 8th October 1910, from the Bombay Chamber of Commerce to the Government of India, Finance Department.

2. The Committee of the Bengal Chamber of Commerce have attentively considered this proposal, with special reference to your request that due weight should be given to the particular danger of fraudulent use to which adhesive stamps are exposed. According to the provisions of the Indian Stamp Act (section 11) and of chapter III of the rules made under it, the following instruments only may be stamped with adhesive stamps, namely :—

(*a*) Instruments chargeable with a duty of one anna or half an anna.

(*b*) Bills of exchange, cheques and promissory notes drawn or made out of British India ;

(*c*) Entry as an advocate, vakil, or attorney on the roll of a High Court ;

(*d*) Notarial Acts ;

(*e*) Transfer, by endorsement, of shares in any incorporated Company or other body corporate ;

(*f*) Instruments for the transfer of shares which, having been stamped with embossed or engraved stamps, need additional stamps by reason of a rise in the value of the shares.

3. By Act VI of 1910, the stamp duty on brokers' notes for the purchase or sale of bills of exchange, and also for the purchase or sale of goods or merchandise, was raised from one anna to two annas ; and on brokers' notes for the sale of any stock, or marketable security exceeding in value Rs. 20, it was enhanced on a graduated scale. It is presumed, therefore, that instruments of this description are now removed from the scope of clause (*a*) above, and are required to be stamped with engraved or embossed stamps. But in point of fact, so far as Calcutta is concerned, adhesive stamps are still generally used on these documents. The stamping of share transfers has been the subject of considerable correspondence in the past between the Government and Chamber. In the marginally noted letter, your Department said that the question of legalising the Calcutta practice of using adhesive stamps on separate instruments of share transfer

No. 7044 Exc., dated 23rd November 1907, from the Government of India, Finance Department, to the Government of Bengal, Financial Department.

would be considered when the Stamp Act (II of 1899) next came up for revision; but that in the meantime the existing practice might continue.

4. The position is, therefore, that at the present moment both brokers' notes and share transfers are in Calcutta being illegally stamped with adhesive stamps. And although the Committee approve of the proposal that a new set of adhesive stamps should be issued, they consider that the legalisation of the practice in question should precede such issue. It is, I am to say, their opinion that the use of adhesive stamps on both share transfers, and on bought and sold notes, is absolutely necessary. As regards share transfers, they stated at length their reasons for holding this view when addressing the Collector of Stamp Revenue on the 29th September 1905. So far as brokers' notes are concerned, business would be most seriously impeded and delayed, if such note had first to be taken to the Stamp Office for stamps to be impressed upon them. And it is hardly reasonable to expect the brokers to keep such a stock of stamped forms as would meet the requirements of the varied transactions that are put through from day to day. A copy of the Committee's letter No. 1631, dated 29th September 1905, to the Collector of Stamp Revenue, Calcutta, is appended for information.

5. In the concluding paragraph of the letter from the Bombay Chamber of Commerce, it is suggested that certain of the proposed new adhesive stamps might prove to be of considerable assistance for the purpose of stamping agreements, guarantees, etc. With this suggestion the Committee of the Bengal Chamber are not in sympathy; and they would object to any departure from the existing law and practice under which the use of only impressed sheets, or engraved or embossed stamps is permitted for such documents. The impressed sheets are endorsed with the date of issue, the name of the Government authorised vendor, and the name and address of the purchaser, *i. e.*, the person or firm to whom they are issued. And when a document is stamped with an embossed or engraved stamp the date is impressed upon it. These safeguards against forgeries, and against the ante-dating of documents for fraudulent purposes, are undoubtedly obstacles in the way of successful forgeries and frauds.

6. In conclusion, I am briefly to summarise the views of the Committee as follows :—

(*a*) They consider that a new set of adhesive stamps would be useful, and might be issued ; but

(*b*) They recommend that the practice of stamping share transfers and brokers' notes with adhesive stamps should be first legalised ; and

(*c*) They object to any extension of the use of adhesive stamps to instruments such as agreements, guarantees, etc.—

I have, etc.,

H. M. HAYWOOD.
Secretary.

No. 1631-1905.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 29th September 1905.

To the COLLECTOR OF STAMP REVENUE,
Calcutta.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter No. 173-R.S., dated 31st August, in which you ask for a full explanation of the difficulties which would arise, and the inconvenience which would be experienced in the share market, if the use of stamped paper for transfer deeds were insisted upon.

2. In reply I am to say that there are many difficulties in the way of using stamped paper for share transactions in this market. In the first place it must be remembered that the present system has been in existence for upward of thirty years ; and it would naturally be most inconvenient to make a radical change now. Many Companies transfer only on their own transfer forms ; and it is unlikely that they would agree to keep a stock of stamped forms on hand. Bankers and Brokers would also object to lock up money in a stock of stamped forms, either special or ordinary, for the use of their constituents. The stamp duty rises by four annas per cent.

to Rs. 2/8 on Rs. 1,000 consideration money. It thereafter increases by Rs. 1/4 on every additional Rs. 500; and as the money, involved in a share transaction may be anything from Rs. 100 to Rs. 1,00,000 or more, the keeping of a proper supply of stamped forms would mean a very considerable and unremunerative outlay. Further, those who did lay in a stock of stamped forms would be practically forced to buy at the start particular values, which might not be required for years, if at all. On the other hand the present adhesive stamp denominations are so few in number, that they are sure to be serviceable sooner or later; and for that reason alone they are preferable. The petty dealers who at present retail the adhesive stamps, as and when they are required by brokers—who are the largest consumers—would be unwilling, if not unable, to keep a supply of any but the lower values of stamped paper. There would consequently be a continual necessity for applying to the Stamp Office, which would be not only a waste of public time and money, but a great inconvenience to the public themselves.

3. The present system is, the Committee consider, not only simple but useful; and it is the only one suited to share business as transacted in Calcutta. The embossed stamp works well in London and elsewhere, but only because all transactions are for the fortnightly or monthly settlements, which admit of ample time being allowed to procure the stamped forms required. The Calcutta market would never agree to make periodical settlements in shares, as too much risk and trouble would be involved. Cases occur very frequently where a seller of 100 shares has already signed and stamped the transfer deed, when he is asked to deliver in small lots. At present this can be easily and quickly done by manipulation of the adhesive stamps and without loss to their owner. But in the case of embossed or engraved stamps, the only way of recovering the stamp value would be to claim for a refund, if it may be presumed that there would be no disability to make such a claim. The procedure for obtaining refunds or allowances is prescribed in Chapter V of the Act of 1899. It involves the expenditure of some time and trouble on the part of the applicant, which is avoided when adhesive stamps are used. To increase the number of applications merely to ensure the use of stamped paper would be, the Committee think, a mistake; as it would be giving unnecessary trouble to Companies and Bankers and Brokers, not only in connection with

spoiled stamped forms, but also in the case of surplus papers which could not be sold.

4. The foregoing are some of the principal reasons why the Committee deprecate any change being made in the existing system. It was pointed out in my previous letter (No. 1377, dated 15th August 1905.) that a very simple amendment of the Stamp Act would legalise the use of adhesive stamps; and the Committee again venture to suggest that this amendment, carrying retrospective effect, should be made without delay.

5. Reference has been made in the previous correspondence to the blank transfer, which is a feature of this market. It may be urged that the use of the blank transfer is an aid to speculation. But on the other hand it must be remembered that were there no speculators in the market, transactions in shares would be very limited and the revenue derived from the sale of transfer stamps would be greatly diminished. At the fortnightly settlements in London the practice is, the Committee believe, for the first seller to deliver to the last buyer; the duty being paid on a single transaction, although the same lot of shares may have changed hands many times during the fortnight. The Committee have previously made certain recommendations in regard to the blank transfer, which they have instructed me again to put forward. These are:—

(*a*) That the seller must date the transfer deed the day on which it is executed by him: the date on the deed to be the date of execution;

(*b*) That blank transfers so dated be recognised as legal tender for six months. As, however, cases might occur where it would not be possible to have the shares transferred within that period, provision should be made for the payment in such cases of extra duty by way of penalty

(*c*) That the duty on share transfers should be reduced from $\frac{1}{4}$ per cent. to $\frac{1}{2}$ per cent. The present charge is, the Committee believe, largely evaded because it is so heavy.—I have, etc.,

H. M. HAYWOOD,
Acting Secretary.

No. 128 of 1911.

PUNJAB CHAMBER OF COMMERCE,
DELHI, 3rd March 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—My Committee have under consideration your letter No. 826, dated 8th October 1910, to the Secretary to the Government of India, Finance Department, carrying your suggestion that a new set of Revenue adhesive stamps be issued for the reasons you submit, also the Under Secretary to the Government of India letter No. 252 F, dated Calcutta 23rd January 1911, in which he asks that when an opinion is being formulated for submission to Government on the proposal made by your Chamber, due weight may be given to the particular danger of fraudulent use to which adhesive stamps are exposed.

My Committee are in sympathy with the suggestion you have made and are prepared to support it. The liberty of application of adhesive stamps to agreements, guarantees, etc., would be a great convenience to the Commercial Public, especially at Business Centres, where stamp offices do not exist, but before addressing Government on the subject my Committee desire to have information on the following points :—

1. What is the method adopted at present in the vending of stamps for Bills of Exchange and Government Paper Contracts.

2. In vending of adhesive stamps for the purpose you have in view could it be conveniently arranged that the stamps be stamped on the face with the date of issue by the vendor, and would it inconvenience the purchaser if the time for application to the purpose for which the stamp was bought be limited to a certain period, say 30 days.

3. What precautions, if any, are now taken to prevent fraudulent use of adhesive stamps applied to Foreign Bills and Share Transfers.

4. Is there, in the opinion of your Committee, reason to believe that Government is now being defrauded in the use of adhesive stamps other than postage and Revenue stamps.—Yours faithfully.

A. C. BAINES,
Secretary.

No. 275 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 31st March 1911.

The SECRETARY, PUNJAB CHAMBER OF COMMERCE,
Delhi.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 128, dated the 3rd instant, regarding a suggestion of this Chamber for the issue of a new set of Revenue Adhesive Stamps.

My Committee have recently re-considered their original proposal to the Government of India, and owing to certain objections that have come under their observation, they are now of opinion that it would not be advisable to extend the use of applying adhesive stamps to instruments, such as Agreements, Guarantees, etc. They however still consider that a new set of adhesive stamps would be useful; but agree, as recommended by the Bengal Chamber, that before the issue of such stamps, the practice of stamping Share Transfers and Brokers' notes with adhesive stamps should first be legalised.

With the above expression of opinion it is probable you will not now require detail answers to the questions contained in your letter under reference.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 334 of 1911.

PUNJAB CHAMBER OF COMMERCE,

DELHI, 3rd May 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your favour No. 275 of 1911, dated 31st March 1911, and my Committee note that your Committee are of opinion that it would not be advisable to extend the use of applying adhesive stamps to instruments such as Agreements, Guarantees, etc., but my Committee take this opportunity to point out that it would be a great convenience to merchants in up-country Trade Centres such as Delhi where there is no stamp office, if the stamping of Bills of Exchange, drawn on foreign Countries, with adhesive stamps, was legalised.

Fraud, my Committee think, is not to be apprehended through this facility, as it could be made obligatory on the parties negotiating the Bills to cancel the stamps on Negotiation.

My Committee's attention has been drawn to a case where a Bill of Exchange was sent to the nearest Stamp Office to Delhi, where embossed stamps are obtainable, and which was not returned for three weeks. From this you can understand how inconvenient the present arrangement is to merchants here.—Yours faithfully,

A. C. BAINES,
Secretary.

APPENDIX C-3.

STAMP DUTY ON BILLS OF EXCHANGE.

No. L-15596

BANK OF BOMBAY,

BOMBAY, 23rd December 1910.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I send herewith copy of a letter we have addressed to the Government of India suggesting revision of the stamp duty on

certain denominations of bills with a view to reducing the labour and expense thrown on Banks and others by the practice which has become common of drawing large numbers of bills each of small value in place of one bill for large value for purpose of effecting a saving in the stamp duty.

If the Bank's representation appeals to the Committee of the Chamber as reasonable, we shall be glad if they will support it.—Yours faithfully,

J. BEGBIE,
Secretary and Treasurer.

No. 364.

BANK OF BOMBAY,
BOMBAY, 23rd December 1910.

The SECRETARY to the GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Calcutta.

SIR,—I am instructed by the Directors to invite the attention of Government to a practice which has come into operation since the Indian Stamp Amendment Act, VI of 1910 was passed, by which the higher stamp duties on Bills of Exchange, imposed under that Act, appear to be evaded to a considerable extent.

It will be remembered that under the Act referred to increases were made in the stamp duty on Bills of Exchange to the extent of 50 per cent. in the case of Bills exceeding Rs. 1,000 and of 20 per cent. on bills from Rs. 600 to Rs. 1,000. No change was made however in the rates of duty for bills which did not exceed Rs. 600, the Select Committee in their Report on the proposed Bill stating that it had been decided to retain the old rates on such bills, so that small hundis and similar petty transactions would be exempted from the enhancement in duty. Presumably the duty on bills from Rs. 600 to Rs. 1,000 was increased to a small extent only out of consideration for the small trader also. It appears however that advantage is being taken of these concessions by many merchants when they have occasion to draw bills on one person to any large extent. For exam-

ple, instead of drawing one bill for say, Rs. 30,000, as formerly, they now draw either 50 bills of Rs. 600 or 30 bills of Rs. 1,000, thus effecting a saving of Rs. 8-4-0 in former case or Rs. 4-8-0 in the latter in stamp duty. As an indication of the extent to which this subdivision of bills is being carried on, with the object of securing the lower rate of stamp duty, I may mention that since 1st April last we have discounted at this office alone over Rs. 1,40,00,000 of bills of the nature referred to, over Rs. 60 lacs of which were drawn in sums of Rs. 600 each and the remainder in bills of Rs. 1,000 each. To give a further comparison, I may say that while the total value of bills discounted by us during the period mentioned was practically identical with that for the same period in 1909, the number of bills dealt with increased by over 60 per cent., *viz.*, from 18,000 to 29,000. The figures quoted give only a rough idea of the extent to which the practice in question is carried on as, from the bills we receive from our Branches and Correspondents for collection, it is evident that it is very generally followed throughout the whole country.

This practice has resulted in an enormous increase in the work of Banks and private persons, who deal in bills or hundis and also considerable additional expense, and, as loss to the Government revenues is also entailed, the Directors beg leave to suggest that Government will be pleased to consider the advisability of making the stamp duty on bills for amounts exceeding Rs. 400 and not exceeding Rs. 1,000 as nearly as possible the same percentage as in the case of bills for large amounts.—I have, etc.,

J. BEGBIE,
Secretary and Treasurer.

No. 34 of 1911.

CHAMBER OF COMMERCE,

BOMBAY, 14th January 1911.

The SECRETARY AND TREASURER, BANK OF BOMBAY,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 23rd ultimo, and to enclose for your information a copy of a

letter my Committee have addressed to the Government of India in support of your representation advocating uniformity in Stamp Duties on Bills of Exchange.—I am, etc.,

J. B LESLIE-ROGERS,
Secretary.

No. 33 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 14th January 1911.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Calcutta.

SIR,—The Committee of the Chamber have been favoured by the Bank of Bombay with a copy of a representation made by its Directors to you regarding a practice which has come into operation, since the Indian Stamp Amendent Act VI of 1910 was passed, by which the higher stamp duties on Bills of Exchange appear to be evaded to a very considerable extent.

2. As, besides the loss to Government revenues, this practice has resulted in considerable expense and a large increase in the work of all who deal in bills and hundis, my Committee concur with the Bank of Bombay that a change towards uniformity is urgently needed. But while the Bank advocates making the stamp duty on bills for amounts exceeding Rs. 400 and not exceeding Rs. 1,000 as nearly as possible the same percentage as in the case of bills for large amounts, my Committee are of opinion that as the enhanced stamp duties have not given general satisfaction the interests of trade would be better served if the Stamp Duty on the larger bills could be *reduced* to the same percentage as on the smaller bills. Beyond this slight difference my Committee support the representation of the Bank of Bombay, and trust that the matter will receive your early and favourable consideration.—I have, etc.,

R. G. MONTEATH,
Chairman.

J. B. LESLIE ROGERS,
Secretary.

No. 381-F.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

CALCUTTA, the 23rd January 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 33, dated the 14th January 1911, suggesting a reduction of the stamp duty on bills of exchange for amounts exceeding Rs. 1,000. I am to say that it will be submitted for the consideration of the Government of India.—I have, etc.,

J. E. C. JUKES,
Under Secretary to the Government of India.

No. 9744 of 1911.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 16th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward copy of a Bill further to amend the Indian Stamp Act, 1899, with the Statement of Objects and Reasons, and to request that you will favour Government with the opinion of the Chamber on the provisions of the Bill.

2. I am to request that the reply to this letter may be sent by the 20th November 1911 at the latest.—I have, etc.,

R. D. BELL,
Under Secretary to Government.

A Bill further to amend the Indian Stamp Act, 1899.

Whereas it is expedient further to amend the Indian Stamp Act, 1899: It is hereby enacted as follows:—

Short title. 1. This Act may be called the Indian Stamp (Amendment) Act, 1911.

2. In article No. 13 of Schedule I of the Indian Stamp Act, 1899 (hereinafter referred to as the said Act) as amended by the Indian Stamp (Amendment) Act, 1910, for clause (*b*) the following shall be substituted, namely:—

Amendment of Act II, 1899, Schedule I, as amended by Act VI, 1910.

	If drawn singly.	If drawn in set of two, for each part of the set.	If drawn in set of three, for each part of the set.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
(*b*) where payable otherwise than on demand, but not more than one year after date or sight—			
	Rs.		
if the amount of the bill or note does not exceed	200 0 3 0	0 2 0	0 1 0
if it exceeds Rs. 200 and does not exceed	400 0 6 0	0 3 0	0 2 0
Do. 400 do. ...	600 0 9 0	0 5 0	0 3 0
Do. 600 do. ...	1,000 0 15 0	0 8 0	0 5 0
Do. 1,000 do. ...	1,200 1 2 0	0 9 0	0 6 0
Do. 1,200 do. ...	1,600 1 8 0	0 12 0	0 8 0
Do. 1,600 do. ...	2,500 2 4 0	1 2 0	0 12 0
Do. 2,500 do. ...	5,000 4 8 0	2 4 0	1 8 0
Do. 5,000 do. ...	7,500 6 12 0	3 6 0	2 4 0
Do. 7,500 do. ...	10,000 9 0 0	4 8 0	3 0 0
Do. 10,000 do. ..	15,000 13 8 0	6 12 0	4 8 0
Do. 15,000 do. ...	20,000 18 0 0	9 0 0	6 0 0
Do. 20,000 do. ..	25,000 22 8 0	11 4 0	7 8 0
Do. 25,000 do. ...	30,000 27 0 0	13 8 0	9 0 0
and for every additional Rs. 10,000 or part thereof in excess of Rs 30,000.	9 0 0	4 8 0	3 0 0

3. In section 23A, sub-section (1) of the said Act, for the words and figure "Article No. 5 (*b*)", the words and figure "Article No. 5 (*c*)" shall be substituted.

Amendment of Act II, 1899, section 23A.

STATEMENT OF OBJECTS AND REASONS.

By the Indian Stamp (Amendment) Act, 1910 (VI of 1910), the rates of stamp duty on bills of exchange were raised very considerably in the case of bills exceeding Rs. 1,000. In the case of bills from Rs. 600 to 1,000, the increase was much smaller; while the old rates of duty were retained on bills not exceeding Rs. 600, in order to exempt petty transactions from the enhancement of duty. This concession has, however, produced unexpected results; advantage having been taken of it, in the case of big transactions, to escape the higher rates of duty by drawing a number of small bills instead of a single instrument. There can be no question that considerable revenue has thus been lost which it was intended to secure for Government by the amending Act of 1910. Inconvenience has also been caused by a quite unnecessary increase of work to the banks and private firms which have large dealings in bills of exchange. The Presidency Banks and the Chambers of Commerce favour the withdrawal of the concession. The Bill accordingly proposes to raise the duty on bills of exchange for amounts not exceeding Rs. 1,000 in the same ratio as the enhancement which was effected in the case of bills for amounts exceeding Rs. 1,000 by the amending Act of 1910.

2. Clause 3 of the Bill is intended to rectify a verbal error by substituting a reference to Article 5 (*c*) for the reference to Article 5 (*b*) in Section 23 A (1) of the Indian Stamp Act, 1899, as the sub-article 5 (*b*) of Schedule I of the Act has become sub-article 5 (*c*) through the passing of the Indian Stamp (Amendment) Act, 1910.

GUY FLEETWOOD WILSON.

20th September 1911.

No. 894 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 3rd November 1911.

The SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—In reply to your letter No. 9744, dated 16th ultimo, forwarding a copy of a Bill further to amend the Indian Stamp Act,

1899, with the statement of objects and reasons, I have the honour to inform you that my Committee entirely concur with the provisions of the said Bill and venture to hope that it will be passed through all the remaining stages at the first meeting of the Council in January next.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX D.

RISE IN PRICES.

No. 10771 of 1910.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 26th November 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward, for the information of the Chamber, 3 copies of each of the Government Resolutions noted in the margin, regarding the deputation of Mr. K. L. Datta for the collection of information in connection with the enquiry into the rise of prices in India.—I have, etc.

Government Resolution No. 10088, dated 5th November 1910, and Government Resolution No. 10399, dated 16th November 1910.

R. D. BELL,
Under-Secretary to Government.

No. 10088.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 5th November 1910.

PRICES.—Facilities to be afforded to Mr. K. L. Datta for the collection of evidence, etc., when he visits places in this Presidency during his tour in connection with the enquiry into the rise of prices in India.

Letter from the Government of India, Finance Department (Financial Establishments), No. 5164-F.E., dated 1st October 1910 :—

"As His Excellency the Governor in Council may be aware from the discussions in the Legislative Council during the last Calcutta Session, an enquiry is being conducted into the rise of prices in India. I am to enclose a copy of a reply which the Honourable Finance Member gave to the Honourable Mr. Dadabhoy at a meeting of the Legislative Council held on the 18th February 1910, from which the terms of reference will be apparent. The enquiry, which has been entrusted to Mr. K. L. Datta, assisted by Mr. G. F. Shirras (recently Professor of Economics in the Dacca College) and Mr. S. K. Datta Gupta (of this Department), has now passed through the preliminary stage of collecting the statistics and information available at headquarters ; and Mr. Datta is ready to start upon a local examination of the relevant facts in different parts of the country.

"2. The general idea underlying the forthcoming stage of the enquiry is a division of British India into a number of homogeneous circles, for each of which statistics will be separately compiled. Mr. Datta will shortly commence a tour throughout British India, in the course of which he will devote his attention to the collation and checking of statistics, the testing of the homogeneity of the areas tentatively adopted as circles, and the local examination of the causes of variations in production and prices.

"3. I am directed to request that, with the permission of His Excellency the Governor in Council, facilities may be afforded to Mr. Datta, as well for correspondence with the officers subordinate to your Government, as for the collection of information and evidence when he visits Bombay. A memorandum giving a more detailed outline of the scope of his enquiry will probably be communicated to you later.

"4. The Government of India would also be glad if instructions could be issued to the local Civil and Public Works Officers to arrange for the accommodation of Mr. Datta and his Assistants, when on tour, in Public Works Department inspection bungalows or other Government rest-houses, whenever this can be done

without inconvenience. It is suggested that Mr. Datta should be permitted to communicate direct with the District Officers of the places which he proposes to visit."

Reply by the Honourable Sir G. Fleetwood Wilson to question No. 1 put in Council by the Honourable Mr. Dadabhoy on the 18th February 1910 :—

In answer to questions (1) and (2), put by the Honourable gentleman, I have to point out that there are two separate stages in regard to this enquiry. The first stage is to collect and analyse the facts, to examine the local conditions by which they are influenced, and to estimate their effect. The second stage is to investigate the reasons underlying the facts and to decide whether the remedy—if remedy is necessary—lies within the power of the Government. In other words it is necessary to diagnose the disease before going into the question of treatment. For the first stage of the enquiry, a Committee would appear to be the least suitable machinery. The collection and compilation of facts and figures can be better effected by a single official of special experience and training in statistical work, assisted by an adequate staff. For this first stage, therefore, we do not think it advisible to appoint a Committee. We propose to entrust this part of the enquiry to a single officer. That officer will be Mr. Krishna Lal Datta, M.A., a senior and experienced officer of the Finance Department. I am also able to give the Honourable Member the terms of reference upon which Mr. Datta will be asked to report :—

(1) What has been the actual rise in prices in India during the past fifteen years? Has this rise affected all commodities alike or is it specially marked in the case of food-grains? Are there marked differences in respect to enchancement of prices as between different areas?

(2) To what extent is the rise in the prices due to what may be styled "world factors" and how far may it be ascribed to local conditions?

(3) Does it appear that the rise is a permanent feature, or is it temporary only?

(4) If it be more or less permanent, what are its probable economic effects on the country as a whole and on the different sections of the community?

In reply to questions (3) and (4) put by the Honourable Member, I have to say that adequate steps will be taken, and full provision will be made to enable Mr. Datta to obtain the best and most reliable information available at important centres throughout India.

It is not considered either necessary or advisable to lay on the table the correspondence which has passed between the Government of India and the Secretary of State.

Resolution.—Copies of the letter from the Government of India should be forwarded to the officers concerned for information. The attention of these officers should be invited to the remarks of the Government of India in paragraphs 3 and 4 of their letter, and they should be requested to render every assistance to the Officer on special duty.

2. Mr. Datta should be informed that he may communicate direct with the District Officers in this Presidency.

P. B. HAIGH,
Acting Under Secretary to Government.

No. 10399.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16th November 1910.

Prices.—Enquiry into the rise of—in India.

Letter from the Government of India, Finance Department, No. 5745-F., dated 31st October 1910 :—

"In continuation of the letter from this Department, No. 5164-F., dated the 1st October 1910, I am directed to forward, for the information of His Excellency the Governor in Council, a copy of a note[9] prepared by Mr. K. L. Datta, which shows in greater detail than was available when you were addressed in

the above letter, the various points on which Mr. Datta consider information necessary for the purpose of his enquiry into the rise of prices. The lists of questions attached to the memorandum indicate, in particular, the lines on which Mr. Datta proposes to pursue his local investigations."

Resolution.—Copies of the letter from the Government of India and of its accompaniment should be forwarded to the officer concerned, for information and guidance, with reference to Government Resolution No. 10088, dated 5th November 1910.

R. D. BELL,
Under Secretary to Government.

ACCOMPANIMENT TO GOVERNMENT RESOLUTION, REVENUE DEPARTMENT, No, 10399, DATED 16TH NOVEMBER 1910.

Note indicating the lines on which the enquiry into the rise of prices will be conducted.

The points, which will be taken up for enquiry by the officer on special duty, while on tour, are :—

(1) Examination of the present methods of collecting statistics of prices and wages, etc., furnished to the Director General of Commercial Intelligence.

(2) Verification of statistics already published by the Director General.

(3) Estimate of approximate outturn of crops for the last twenty years not reported to the Director General.

(4) Collection of statistics of prices and wages not given in the Director General's publications.

(5) Examination of the agricultural, industrial and financial history of the district.

(6) Collection of family budgets.

(7) Discussion of general questions connected with the enquiry.

2. Collectors and other Government officials will be consulted as regards items (1) to (6). Items (1) to (3) explain themselves and do not require any further explanation. As regards item (4) it is intended to collect statistics of prices, with the help of the officers, from market reports, merchants' books, accounts of zamindars, of temples and other institutions, and of jails and hospitals, records of District Boards and Municipalities and of the Public Works Department and Military factories and other sources.

3. As regards (5) enquiries will be made (i) as to what articles are ordinarily imported into the district and what are ordinarily exported from it ; (ii) whether there was any failure or abundance of crops during the last twenty years and the causes of such failure or abundance ; (iii) whether there has been any industrial development in the district such as opening of mills, etc. ; (iv) whether any new communications have been opened with other places ; (v) whether there has been any cheapening in the cost of transport to and from the district ; and (vi) whether there has been any development of the banking system in the district.

4. Item (6)—An attempt will be made to collect family budgets of different sections of the community for each of the last twenty years in order to gauge the effect of the rise in prices among such sections.

5. As regards the general questions, the officer on special duty will take every opportunity of interviewing both officials and non-officials, and it is expected that at such interviews various questions will be discussed. It is not possible now to mention definitely all the points likely to be raised, but a list of questions (paper No. III) likely to be asked according to the experience of the witness concerned and the condition of the localities he is familiar with, is appended. The list is necessarily not an exhaustive one.

6. A List of questions (paper No. II) to be put to Government officers, etc., in connection with items (1) to (6) is also appended.

7. When any district is visited, I hope it will be possible for the Collector to place at the disposal of the officer on special duty or his assistants during their stay in the district an officer of the standing of a Deputy Collector in Bengal and Eastern Bengal and a Tahsildar, Mamlatdar or Myook in other Provinces.

II

Questions for Collectors and other Government officials.

1. What information is periodically supplied and in what form to the Director General of Commercial Intelligence or to the Director of Agriculture?

2. From what sources are they collected? How far are they reliable?

3. What steps are taken to see that the prices quoted are for the same quality or quantities of the different articles year after year?

4. Are the statistics furnished by subordinate officers subjected to an examination at head-quarters? If so, what check is applied? Are they compared with corresponding statistics of adjoining districts? If so, how are the latter obtained?

5. How are the statistics for each district averaged?

6. Is it possible now to verify the figures furnished to the Director General in past years, and, if so, how?

7. How are the estimates of the area under cultivation for the different crops and the produce of each framed?

8. What is the average yield per acre in your district for the different crops, assuming a full sixteen-anna crop?

9. Is it possible to ascertain the approximate outturn of each crop during each of the last twenty years, *i.e.*, whether the crop was a full sixteen-anna or only a partial one?

10. Are any statistics of prices of articles and wages of labourers not included in the Director General's tables available in the district? That is, can such statistics be collected from market reports, merchants' books, and accounts of zamindars, of temples and other institutions, etc.?

11. Can any statistics of prices and wages be collected from the records of Municipalities, the District Boards, and Court of Wards, the Jail and Hospital Accounts, Ordnance Factory Accounts, the Public Works Department records, etc? In the case of the Public Works Department have there been any, and, if so, what changes in the schedule of rates?

12. What is the agricultural history of the district for the last twenty years as indicated in the note regarding the lines on which the enquiry will be conducted ?

13. Have there been any important changes connected with the development of trade and industry in the district during this period ?

14. Are food-grains and other produce exported in any large quantity from this district, or are they imported ? What are the means of transport used—rail, steamer, boats or carts ?

15. Have any new communications been opened during this period between this district and others ?

16. Has there been any cheapening in the cost of transport during the last twenty years, and if so, to what extent ?

17. Is it possible to collect reliable family budgets for the last twenty years for each of the several classes of people—farmers, agricultural labourers, middle class gentlemen, etc. ?

18. How is the trade in connection with exports of agricultural produce financed now ? How was it done in the last twenty years ?

19. What are the banking facilities in the district ? Have any banks been opened during the last twenty years ?

20. What has been the development of the system of credit, *e. g.*, in hundis or bills of exchange, during the last twenty years ?

21. Has there been any change in the market rate of interest on loans for business purposes during this period ? How far have Co-operative Credit Societies affected your district ?

III

Additional general questions for officials and non-officials.

1. What are the classes of articles in which there has been an appreciable increase in price during the last twenty years and what are the classes of articles in which there has been an appreciable fall ? Are these variations specially marked in the case of any particular class of articles ?

2. To what causes do you attribute the increase in prices ?

3. Do you consider that the rise of price of agricultural produce is due—and if so, to what extent—to a decrease in production? To what causes do you attribute this decrease in production? Besides shortage of rainfall, floods and injuries by insects do you think there are any other causes which have led to a decrease in production?

4. Can you say whether the cultivation of non-food products (jute or cotton, etc.) has been substituted for that of rice or other articles, and if so, to what extent?

5. Is there any truth in the statement that there has been a decrease in the productive power of the soil?

6. What were the years in which there was famine or scarcity in the district or districts with which you are most familiar? What years were normal and what years were plentiful?

7. Has the growth of production kept pace with the growth of population?

8. How far is the rise in prices of food-grains due to excessive export? Do you think that, if exports were stopped, prices would return to their old level of twenty years ago? Would it be desirable to stop or curtail exports?

9. Has there been any increase in the cost of production, and if so, what are the causes which have led to it? Has there been any enhancement in the rent of land; has the standard of living of agriculturists and labourers been raised and has there been a rise in the wages of agricultural classes; and do you think these have led to an increase in the cost of production and a consequent rise in prices also?

10. Do you think the cultivating classes are on the whole better or worse off now than twenty years ago?

11. To what extent has there been a decrease in the cost of transport from the interior to the sea-port towns during the last twenty years? What has been its exact effect upon prices during the same period?

12. Has there, to your knowledge, been any reduction in ocean freights during the last twenty years and what has been its effect on the price of articles of export?

13. Does any part of rise in prices of wheat, cotton, and other commodities, which are exported from India but are not the monopoly of it, reflect a corresponding rise in prices in the countries to which they are exported? Is the rise in prices in this country singular in any and, if so, in what case?

14. Does the rise in prices of articles of ordinary consumption, namely, fish, milk, meat, vegetables, etc., reflect a rise in the prices of food-grains, or are there any distinct causes?

15. Do you think that the rise has anything to do with possible "corners" by merchants?

16. Are there now more middlemen in any business than there used to be twenty years ago, and if so, do you think this has anything to do with the rise in prices?

17. In the case of imported goods can you mention the classes of articles in which there has been a rise in prices and those in which there has been a fall?

18. To what extent may this rise and fall be attributed to similar variations in the countries of origin and in the cost of their transport to India?

19. Has any change in the tariff either here or in any other country contributed to the rise in prices?

20. Do you think that any part of the rise in prices is due to a depreciation of the value of the rupee, and if so, how and why has the value of the rupee been depreciated?

21. Do you think that there has been a redundancy of coinage in this country; if so, from what year do you think this redundancy has commenced? How and what extent has this redundancy affected prices?

22. Are there any indications that the development of the credit system or other similar means of economising the use of the precious metals has tended to assist the rise in prices?

23. Has the present system of rupee coinage any effect on prices; and, if so, how and to what extent has the coinage affected prices?

24. Do you think that the larger gold output of the world, and the adoption of a gold standard in India had anything to do with the recent rise in prices?

25. Do you think the influx of capital from abroad has made any appreciable effect on the rise in prices? How would you best gauge this influx?

26. Has the steady substitution of cash transaction for barter had any influence on prices?

27. How far has the rise been due to what may be called "world factors?"

28. What are the probable effects of this rise on the different sections of the community?

29. Do you think that the demand for Council Bills should be regarded necessarily as a demand for more rupees?

30. Can you account for the fact that the total imports into India of foreign goods during the last famine has been greater than at any previous period however prosperous?

No. 996 of 1910.

CHAMBER OF COMMERCE,
BOMBAY, 9th December 1910.

The UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge with thanks receipt of your letter No. 10771, dated the 26th November 1910, with accompaniments, regarding the deputation of Mr. K. L. Datta for the collection of information in connection with the inquiry into the rise of prices in India.

In reply I am to say my Committee welcome the inquiry, and will be pleased to place any information that may be available at the disposal of Mr. Datta.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 2634.

PRICES ENQUIRY.

GOVERNMENT OF INDIA.

TREASURY BUILDING,

CALCUTTA, the 24th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to forward copies of Government of India, Finance Department, circular letters Nos. 5164 F. E. and 5745 F., dated the 1st and 31st October 1910, respectively, regarding an Enquiry into the rise of prices which has been entrusted to me. These letters explain the nature and scope of the Enquiry.

2. I intend visiting Bombay on or about the 19th September in connection with the Enquiry and shall be very glad if members of your Chamber could meet me and informally discuss the questions connected with the subject. I enclose a list of questions which would indicate the points I propose to discuss with the members. The exact date of my visit will be communicated later on.

3. I shall also be much obliged if the Chamber could help me with statistics of prices which actually prevailed in Bombay and the monthly average wages which were actually paid in the several mills and factories in the Bombay Presidency during each of the 21 years from 1890 to 1910. The collection of these statistics is very important for the purposes of my Enquiry, and in this matter the Chamber could render me immense help, if the members would furnish me with the information I require from their books. I shall be glad to treat any part of the information so furnished as confidential if so desired. The compilation of these statistics will doubtless entail some trouble to the firms concerned, but I hope the Chamber will see its way to induce them to accede to my request. I enclose some forms in which I should like the statistics to be compiled. As regards prices, the rates only for particular types of the articles mentioned in the accompanying list and these for only one day in a month, would suffice.—I have, etc.,

K. L. DATTA,
Accountant General on Special Duty.

QUESTIONS FOR CHAMBERS OF COMMERCE.

1. To what causes do you attribute the recent rise in prices?

2. To what extent, if any, are the variations in prices of food grains due to exports?

3. Are there more middlemen in business now then there used to be 21 years ago? Have there been any "corners" by merchants in the last 21 years?

4. Has there been any, and if so, what increase or reduction in ocean-freights during the last 21 years and what has been its effect on the prices of articles of export?

5. Does any part of the variations in prices of wheat, cotton or other commodities, which are exported from India but are not the monopoly of this country, reflect corresponding variations in the countries to which they are exported? Or is the variation in this country singular in any way? If so, give details explaining your answer?

6. In the case of imported goods to what extent may the rise or fall in prices be attributed to similar variations in prices in the countries of origin and in the cost of their transport to India?

7. Has any change in the tariff either here or in other countries contributed to the variations in prices?

8. Have there been any variations in the wages of skilled and unskilled labour and to what extent? Are these variations proportionate to the variations in the prices of the necessaries of life for that class of people?

9. What have been the probable effects of the variations in the prices of the necessaries of life on the different sections of the community?

10. What are the facilities for getting currency in all its forms in the districts for moving harvests? And how is this money removed to head-quarters when it has done its special work? Do you think that a larger volume of currency has been absorbed during the last

few years? If so, how do you account for it, bearing in mind the fact that the melting of silver coins involves a serious loss?

11. To what extent has the system of credit or other means of economising the use of precious metals for currency been developed in the last 21 years? And what effect has any such development had on prices?

12. Do you think that the variations in prices are due to a depreciation of the value of the rupee, and if so, how and why has the value of the rupee been depreciated? Has the present system of rupee coinage any effect on prices, and if so, how and to what extent has it affected prices?

13. Do you think that there has been a redundancy of coinage in this country? If so, from which year do you think this redundancy has commenced? What are the indications from which you would judge that there is a redundancy of coinage? How and to what extent has this redundancy affected prices?

14. Do you think that the adoption of a gold standard in India had anything to do with the recent variations in prices? Has the total gold output of the world had any effect on such variations?

15. Has there been any large influx of capital from abroad during the last 21 years? If so, what has been its effect on prices and wages? How would you gauge this influx?

16. Do you think that the demand for Council Bills in excess of the Secretary of State's requirements should necessarily be regarded as a demand for an increase in the circulating medium of the country?

17. Do you think sovereigns circulated freely when they were available, or were they taken only for purposes of hoarding and melting? Do you think that if sovereigns were available to a large extent, even after satisfying the demand for purposes of melting and hoarding, they would circulate freely and replace any large amount of rupees in the currency of the country. If so, what is the proportion as compared with rupees with which they would circulate? Does the practice of hoarding exist to the same extent as before? Or are rupees coming out of the hoards of the people?

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES.

Question No. 1.	*The Hon'ble Mr. C. H. Armstrong's Answer.*	*The Hon'ble Mr. Begbie's Answer.*
To what causes do you attribute the recent rise in prices?	The general rise in the gold value of practically all products. The enormous purchases of silver by the Indian Government. The greater demand for local consumption owing to the increasing wealth of the people.	Partly to the general upward world movement of gold prices, and largely to the enormous and sustained purchases of silver by the Government of India, more especially during the period covered by those purchases from 1903 to 1907. (See answer to the second part of question 12.)
Question No. 2.		
To what extent, if any, are the variations in prices of food-grains due to exports?	Nil.	For the purposes of the present enquiry food-grains should be divided into two classes, (*a*) those grown and consumed entirely in India, and (*b*) those, such as wheat, which are exported. The prices of (*b*) are, under normal conditions in India, regulated mainly by the prices ruling in other countries. The prices of class (*a*) are not subject to outside influences: but there is a recognised system between the prices of both classes and an upward movement in the prices of (*b*) due to an external demand would probably have some influence in raising the prices of (*a*).
Question No. 3.		
Are there more middlemen in business now than there used to be 21 years ago? Have there been any "Corners" by merchants in the last 21 years?	No. None of importance.	I cannot deal with the points raised.

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES.—*contd.*

	The Hon'ble Mr. C. H. Armstrong's Answer.	*The Hon'ble Mr. Begbie's Answer*
Question No. 4. Has there been any and if so, what increase or reduction in ocean-freights during the last 21 years and what has been its effects on the prices of articles of export?	Our records will show this. Prices of exportable articles, generally speaking, are governed by the world's prices for such articles, and a rise or fall in freights will temporarily decrease or increase the price received by the producer.	Ocean-freights are an important element in the formation of prices. Personally I have not investigated the movement in freights.
Question No. 5. Does any part of the variations in prices of wheat, cotton or other commodities, which are exported from India but are not the monopoly of this country, reflect corresponding variations in the countries to which they are exported? Or is the variation in this country singular in any way? If so, give details explaining your answer.	Prices of exportable produce, not a monopoly of this country, are governed by the world's prices for such articles.	Indian prices reflect the movement of prices of similar produce in other countries and *vice versa*. Prices in India and elsewhere act and re-act on each other. Price movements in India are independent of prices elsewhere only when scarcity prevails in India. This independence cannot be said to be singular to India. Price movements in any other large producing country are similarly independent of prices elsewhere when the same cause, scarcity, is in operation in that country.
Question No. 6. In the case of imported goods to what extent may the rise or fall in prices be attributed to similar variations in prices in the countries of origin and in the cost of their transport to India?	Generally speaking the prices of imported goods are governed by their cost of production and transport. The demand for imported articles is a factor in determining their sale value to the producer.	Variations in prices closely follow those in producing countries. The cost of transport always enters into the question of prices in India in relation to prices elsewhere in the case of imported as well as of exported goods or produce and may be discarded for the purposes of the present enquiry except in so far as the cost of transport may have permanently varied.

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES.—*contd.*

Question No. 7.	*The Hon'ble Mr. C. H. Armstrong's Answer.*	*The Hon'ble Mr. Begbie's Answer.*
Has any change in the tariff either here or in any other country contributed to the variations in prices?	Generally speaking any tariff increase on imported goods has increased the cost to the ultimate consumer. As regards exports an increase in the tariff of a foreign country, generally speaking, has not affected the price to the producer as India's markets are world-wide and if one country takes less another takes more.	I have not investigated the point raised.
Question No. 8.		
Have there been any variations in the wages of skilled and unskilled labour and to what extent? Are these variations proportionate to the variations in the prices of the necessaries of life for that class of people?	Yes, a very considerable increase, in some cases amongst the labouring classes as much as 100 per cent. Wages generally have risen from 20 to 50 per cent. and are fully equal to if they do not exceed the increased cost of living.	I have not investigated the points raised.
Question No. 9.		
What have been the probable effects of the variations in the prices of the necessaries of life on the different sections of the community?	Nil.	The rise in prices cannot be said to have had an injurious effect on very large numbers of the community, for high prices do not appear to have checked demand. It is a reasonable deduction that when the community during the years 1903 to 1908 imported cotton manufactures in larger quantities at prices on an increasing scale than before the rise took place which began in 1903, they were also able and willing to indulge in more of the necessaries of life at a higher level of prices. The rise in prices

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES.—*contd.*

Question No. 9—contd.

The Hon'ble Mr. C. H. Armstrong's Answer.

The Hon'ble Mr. Begbie's Answer.

during those years may reasonably be taken as an indication of increased well-being of a greater number of the community than before. Unfortunately this reasoning cannot be held to apply to the whole community. To the poorer classes and especially those on fixed incomes which are slow to respond to rising prices the rise was undoubtedly a source of hardship.

Question No. 10.

What are the facilities for getting currency in all its forms in the districts for moving harvests? And how is this money removed to head-quarters when it has done its special work? Do you think that a larger volume of currency has been absorbed during the last few years? If so, how do you account for it, bearing in mind the fact that the melting of silver coins involves a serious loss?

Mr. J. Murdoch's Answer.

Except that the system of paying by cheques for moving the harvests does not obtain, as in other countries the facilities for getting the currency in all its forms in the districts are the same as in other civilised trading countries In the height of the export season when exports greatly preponderate over imports a part of the harvest is paid by imports of goods made up of merchandise, machinery, gold and silver bars, and part by remitting silver and gold currency. *viz.*, rupees and sovereigns. During the rainy or slack season when imports are larger than exports, the excess of imports is paid to head-quarters by the return of coins in rupees and sovereigns. The difference between the coins remitted for moving the export crop from head-quarters and the return of the coins to head-quarters after paying excess of imports is the amount absorbed by the country or kept in the country. A large volume of currency is absorbed

Banks, native bankers, and others, supply currency in considerable quantities in the districts for the purpose of financing the moving of crops. They do this by laying down funds in advance of requirements either by collecting currency locally or by railing it from the Presidency town. Many merchants and buyers of produce also rail money from Bombay or elsewhere. Government, also through the system of selling supply bills at places where they want money drawn on places where they have surplus money available for disbursement for trade purposes, supply currency in many places.

The second sentence of the question implies that money used in financing crops is expected to return to head-quarters by which is presumably meant either the head-quarters, of districts or the Presidency town. There is no reason why this exception should exist. Much of the

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES—*contd.*

Question No. 10—contd.

Mr. J. Murdoch's Answer.

or kept in the country owing to larger exports, high prices and high wages. In a population of 300 millions carrying a rupee more in the pocket a head it means an absorption of 300 millions of rupees. When counting on the millions absorbed millions of heads must be borne in mind.

The Hon'ble Mr. Begbie's Answer.

money as a matter of fact does find its way back to head-quarters through the same channel by which it was laid down in the districts—that is, through Government treasuries by payment of land and other revenues, through banks, and by rail in payment of imported merchandise. But much of the money remains in the districts. This is especially the case in prosperous seasons when crops are good and fetch high prices. The special work of the money sent to the districts to finance crops is finished when it pays for the crops. After that the money is used for other purposes—partly as already explained to pay for land and other Government revenue, to pay for goods, etc., imported into the districts, and the remainder is retained for local use or to be employed in the future as occasion may require. Recent annual reports of the working of the Paper Currency Department show that considerable quantities of rupees retained in the districts in previous years subsequently returned into circulation.

The meaning attached to the word "absorbed" in the question is apparently a mistaken one. In the annual reports of the Paper Currency Department the word is used to indicate the quantity of rupees imported into a district in excess of that exported. But in the question it is associated with the melting of

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES—*contd.*

Question No. 10—contd	*Mr. J. Murdoch's Answer.*	*The Hon'ble Mr. Begbie's Answer.*
		rupees. There is no evidence to show that rupees in appreciable quantity are now absorbed by melting. Silver bullion is readily obtainable almost everywhere in India and the public generally have a keen appreciation of the fact that it is cheaper to buy silver bullion than to melt rupees for the silver they contain.
Question No. 11.		
To what extent has the system of credit or other means of economising the use of precious metals for currency been developed in the last 21 years. And what effect has any such development had on prices?	During the last 21 years the system of credit has not in any appreciable degree changed to economise currency. But owing to the increasing prosperity of the ryots and cultivators, they have to a great degree discarded the middlemen and are dealing direct with the exporters for cash, and therefore the prices are on a greater approach to the prices ruling at the ports of shipment.	In the Bombay Presidency outside of the principal cities by far the greater number of transactions in buying and selling produce are effected or settled by the use of coin. In a few districts the use of currency notes is now more general than it was, but over all, the greater part of the total bargains are settled in coin. There is no reason for thinking that the use of notes in place of coin has had any effect on the movement of prices.
Question No. 12.		
Do you think that the variations in prices are due to a depreciation of the value of the rupee and if so, how and why has the value of the rupee been depreciated? Has the present sys-	Between 1870 and 1898 the prices fluctuated partly in response to the fluctuations of the value of silver in relation to gold and partly in response to the variation of prices of commodities in the world owing to abundant or small harvests.	It is frequently argued that inflation of the currency causes prices to rise and consequently depreciates the value of the currency. That does not hold good as regards the addition to the rupee circulation. Careful examination of

Question No. 12—contd.

tem of rupee coinage any effect on prices and if so, how and to what extent has it affected prices?

Mr. J. Murdoch's Answer.

The Hon'ble Mr. Begbie's Answer

the foreign trade statistics shows that the favourable trade balances which necessitated additions to the currency were largely the result of high prices. Prices rose first and the additions to the rupee circulation followed. The issue of new rupee was a consequence and not the cause of the high prices. The rise in prices was not due to depreciation of the rupee.

After the foregoing reply to the first part of the question it may at first sight appear paradoxical to say in reply to the second part that the system of rupee coinage as carried out had a very great effect on prices during the period covered by the fresh coinage operations. But no inconsistency is involved. While fresh coinage was necessitated by highly favourable trade balances caused largely by high prices, the method followed in adding to the currency because of the decision that additions would be in rupees acted directly as a stimulant on prices in other countries and through those prices on prices in India. This effect was produced by the immense purchases of silver by the Government of India. Those purchases were not alone responsible for the rise in the price of silver but they were the most potent cause. As a consequence of the rising price of silver the sterling exchange in China rose and stimulated imports into China. Purchases of imports by China

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES—*contd*

Question No. 12—contd.	*Mr. J. Murdoch's Answer.*	*The Hon'ble Mr. Begbie's Answer.*
		caused activity in various markets and particularly in cotton manufactures leading to a rise in prices. India enhanced this activity by purchases of imports on a rising scale as regards both quantities and prices owing to the accumulating prosperity of the country. Activity in cotton textiles carries with it activity in other markets and leads to a boom in trade and rising prices. So that the Indian system of coinage, as carried out, by the effects produced through silver purchases on an immense scale largely contributed to the inflation of prices that occurred while the purchases continued.
Question No. 13.		
Do you think that there has been a redundancy of coinage in this country? If so, from which year do you think this redundancy has commenced? What are the indications from which you would judge that there is a redundancy of coinage? How and to what extent has this redundancy affected prices?	It is difficult to say what is a redundancy of coinage in India. Up to 1893 mostly, or all the silver that came to India was minted into coins. The coin was taken by the people as a hallmark for betterness and was melted for ornaments. Until the mints were closed in that year, how much of that silver was left in coins it is difficult to say. I think between the years 1906 and 1907 there was an overcoinage, by which I mean more coinage in these two single years than in any previous or subsequent years. And as there was no necessity for coinage between 1907 and this year, one may say there was a redundancy of coinage. But since our	There is no good reason for thinking that there has been redundancy of coinage except as regards coinage for the Gold Standard Reserve which was not legitimate. There is good reason for doubting whether the particular form given to the coinage in recent years was the best for all interests concerned, but coinage in one form or another was inevitable. It was necessary to add to the currency to adjust the balance of trade. Under existing conditions that adjustment could not be made in any other way.

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES.—*contd.*

Question No. 13—contd.

Mr. J. Murdoch's Answer.

measure of value 16 pence per rupee is switched or linked to the sovereign which is measure or value all the world over, this supposed redundancy of coin does not affect prices. India is connected with all the world in commerce and most or almost all commodities that the country produces have a market value in foreign countries. Therefore, the prices in India are adjusted by the prices ruling in foreign countries, less freight insurance and commission. The exception to this rule is when India is in the throes of a famine when the prices are adjusted by the local supply and demand. Sometimes the prices of some commodities are adjusted by at what we could import into this country from outside. For instance during the last scarcity the value of wheat was run up so high that it paid to import wheat from Australia—some cargoes were actually imported—and the price of wheat here at once adjusted itself to what one could import at, plus freight, insurance and commission. The economic term redundancy of currency affecting prices has not much meaning, since the steamship, wires, and railways have made the world one country and what affects prices from whatsoever causes in one place affects everywhere, minus or plus the cost of freight, insurance and commission. For instance, the short harvest of wheat in Russia this year has affected the price of wheat all over the world.

The Hon'ble Mr. Begbie's Answer.

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES—*contd.*

	Mr. J. Murdoch's Answer.	*The Hon'ble Mr. Begbie's Answer.*
Question No. 14. Do you think that the adoption of a gold standard in India had anything to do with the recent variations in prices? Has the total gold output of the world had any effect on such variations?	The adoption of a gold standard in India has to do with the variations of prices in so far that these variations are in accord with the variations of prices in other gold using countries.	So far as prices are concerned the only difference made by the adoption of the gold standard was to eliminate the disturbing element of a fluctuating Exchange. The gold output of the world by itself has no direct effect in causing a rise in prices. The output has continued on an increasing scale for many years but prices have not continued to rise with the increasing output. Prices could not have risen as they did without fresh gold to sustain the rise but there is nothing to show that the output of gold by itself caused the rise.
Question No. 15. Has there been any large influx of capital from abroad during the last 21 years? If so, what has been its effect on prices and wages? How would you gauge this influx?	Nil.	On this side of India there has been no such influx of capital for permanent employment here during the last 21 years as would seriously affect prices and wages.
Question No. 16. Do you think that the demand for Council Bills in excess of the Secretary of State's requirements should necessarily be regarded as a demand for an increase in the circulating medium of the country?	The demand for Council Bills in excess of the Secretary of State's requirements can only be regarded as an excess of exports over imports to be paid for. The action is absolutely independent of the demand for circulating medium.	Such a demand arises only towards satisfaction of the balance of trade. If the demand cannot be satisfied in any other way it would indicate that an increase in the circulating medium of the country in one form or another was necessary.

REPLIES TO QUESTIONS PUT TO CHAMBERS OF COMMERCE IN CONNECTION WITH THE RISE IN PRICES—*contd.*

Question No. 17.	*Mr. J. Murdoch's Answer*	*The Hon'ble Mr. Begbie's Answer.*
Do you think sovereigns circulated freely when they were available, or were they taken only for purposes of hoarding and melting? Do you think that if sovereigns were available to a large extent, even after satisfying the demand for purposes of melting and hoarding they would circulate freely and replace any large amount of rupees in the currency of the country? If so, what is the proportion as compared with rupees with which they would circulate? Does the practice of hoarding exist to the same extent as before? Or are rupees coming out of the hoards of the people?	The sovereigns will mostly be used for hoarding and melting. Its large value will militate against its circulating freely except as a medium of remittance for large payments upcountry; where it will either be hoarded, or melted, or paid to the Government for land revenue. The practice of hoarding does not obtain to the same extent as before. In the year 1885 the total deposits in the banks were 10·93 crores; in the year 1895 the deposits were 21·11 crores; in the year 1905 the deposits were 37·37 crores; but in the present year 1911 it is about 64 crores. The deposit will keep rising with the increasing confidence of the people in their safety combined with the increasing avarice for interest.	Only of certain districts can it be said that sovereigns circulate freely. It is only natural to expect that many of those put into circulation were used for the purpose of hoarding or melting and considerable quantities must have been taken expressly for such purposes. Sovereigns would circulate freely in time and would not replace any large amount of rupees in the really active circulation. They would be more likely to take the place of rupees in reserves which are either never used or only used occasionally or at certain seasons of the year. It is not possible to say in what proportion they would circulate as compared with rupees. The practice of hoarding appears not to exist to the same extent as before. There are signs that the practice is being discontinued in various quarters. Hoarded rupees have been coming into circulation.

APPENDIX E.

BANKING IN THE BOMBAY PRESIDENCY.

No. 8429 of 1911.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 8th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—Some important questions relating to Banking in the Bombay Presidency have recently been brought to the notice of Government, and the Governor in Council would be glad to be favoured with the opinion of the Chamber of Commerce, Bombay, before taking any action in the matter.

2. It has been represented that there has been a considerable increase in the number of smaller country banks, and that they do not always restrict themselves to legitimate banking business; also that certain institutions call themselves banks, though they have no real right to that title. On the other hand, it is reported that Joint Stock Companies, such as Cotton Mills, not infrequently accept deposits and indirectly do business as bankers, a procedure that gives great opportunity for fraud.

3. It is further represented that the standard of the auditing of Joint Stock Companies, which is the principal safeguard of public interests, is often quite inadequate, especially in the case of small Insurance Companies.

4. I am accordingly to request that you will be so good as to move the Chamber of Commerce, Bombay, to favour Government with their opinion as to the extent of the alleged evils, and as to the measures, either legislative or executive or both, which they recommend for remedying them.

5. Their opinion is requested particularly on the following points :—

(1) Should the Memoranda of Association of Joint Stock Companies be more strictly limited to one object than they are at present ?

(2) What measures should be adopted to prevent Joint Stock Companies from entering into transactions outside the scope of their legitimate business ?

(3) What steps should be taken to prevent institutions from describing themselves as banks, when they have no legitimate claim to that title ? This question applies to—

(*a*) Companies that are registered under the Indian Companies Act, 1882.

(*b*) Unregistered Companies, such as Indian *Pedhis*.

(4) Should Public Accountants who have passed an approved test be registered by Government, so that the public may know when an Accountant is a properly qualified man ?

(5) Should the scope of the duties of Official Auditors, such as the Examiner, Local Fund Accounts (who is an Assistant Accountant-General), be extended to Joint Stock Companies ?

(6) Generally, what measures are necessary for improving the audit of Joint Stock Companies ?—I have, etc.,

R. D. BELL,
Under-Secretary to Government.

No. 978 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 30th November 1911.

R. D. BELL, Esq., I. C. S.,
UNDER-SECRETARY TO THE GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 8429 of 8th September in which you advise that some important questions relating to Banking in the Bombay Presidency, have

recently been brought to the notice of Government, and request the opinion of the Chamber of Commerce, on the points referred to, for the information of His Excellency the Governor in Council.

The points referred to have been very carefully considered by my Committee and by other members of the Chamber, and delay in replying is due to the fact that the subject as a whole is a difficult one, so much so that, after full discussion, my Committee are unable, except on the question of audit, to put forward any suggestions which they consider advisable or of a practicable character.

You state in your letter that it has been represented that there has been a considerable increase in the number of smaller country banks and this my Committee admit, but are unable to confirm the statement that, these institutions do not always restrict themselves to legitimate banking business in the absence of a definition as to what may be called legitimate business for a banking concern.

You also state that you have been advised that certain institutions call themselves banks, though they have no real right to that title, and this my Committee are also unable to confirm so long as the term "Bank" is undefined.

Your letter further states that it is reported that Joint Stock Companies, such as Cotton Mills, not infrequently accept deposits and indirectly do business as bankers, and whilst this may be so in an exceptional instance my Committee do not know of any ordinary Companies apart from the banks which make a business of taking deposits and lending out the money.

My Committee agree that the standard of the auditing of Joint Stock Companies is often quite inadequate, and will be very glad indeed if something can be done to remedy this.

In their letter No. 884 of the 16th October 1909 with reference to an amendment of the Indian Companies Act 1882 my Committee stated "that as public Companies are rapidly growing in India the time has now come for Government to form schools or classes of accountancy for a three or five years' course, a certificate to be then given on passing an examination." If this were done, it was added, there would, in the course of a few years, be many qualified men in this country holding Indian certificates, and the Act might then be

amended so that the power of share-holders in appointing auditors might be limited to men who had obtained the necessary qualifications.

My Committee are still of opinion that action of this kind is very desirable, and believe that if the accounts of Indian Banks and Joint Stock Companies were properly and carefully audited and then published, the interests of share-holders and depositors would be safeguarded to a much greater extent than at present.

It appears to my Committee that this is the first step to be taken and it is hoped that something may soon be done in this direction.

To the questions asked I beg to reply as follows:—

(1) Presuming that this refers to Joint Stock Trading Companies, my Committee do not favour the suggestion that their Memoranda of Association should be more strictly limited to one object than at present.

(2) My Committee have no suggestions to make under this head as in their experience it is not usual for Joint Stock Companies to enter into transactions outside the scope of their legitimate business.

(3) My Committee cannot suggest any steps of a practicable character to prevent institutions from describing themselves as banks when they have no legitimate claim to that title.

(4) My Committee are of opinion that Government certificates should be granted to Public Accountants and that in course of time it should be enacted that the accounts of all banking and Joint Stock Companies should be audited by such men. As suggested in their letter above referred to Government should, however, retain the power to withdraw a certificate for incompetence or other sufficient cause.

(5) My Committee prefer, so far as Banks and Joint Stock Companies are concerned, that audit work should be done by Public Accountants registered by Government and do not favour the suggestion that Government official auditors should be appointed for such duties.

(6) My Committee are not in a position at present to formulate proposals regarding the method of audit and the form of certificate to be granted; but from the foregoing it will be apparent that an efficient system, with publicity, is in their opinion very desirable, and if later my Committee can be of any assistance to Government in this connection, they will be very glad to give the matter further consideration.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX F-1.

LIFE ASSURANCE COMPANIES BILL.

No. 9606 OF 1911.

REVENUE DEPARTMENT.

BOMBAY CASTLE, 11th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to forward copy of a Bill to provide for the regulation of Life Assurance Companies, with the Statement of Objects and Reasons, and to request that you will favour Government with the opinion of the Chamber on the provisions of the Bill.

am to request that the reply to this letter may be sent by the 5th November 1911 at the latest.—I have, etc.,

R. D. BELL,
Under-Secretary to Government.

[Marginal references, where not otherwise specified, are to the Assurance Companies Act, 1909 (9 Edw. 7, c. 49).]

A Bill to provide for the regulation of Life Assurance Companies.

WHEREAS it is expedient to provide for the regulation of life assurance companies; It is hereby enacted as follows:

Preliminary.

1. (*1*) This Act may be called the Indian Life Assurance Companies Act, 191 .

Short title and extent.

(2) It extends to the whole of British India, inclusive of British Baluchistan, the Santhal Parganas and the Pargana of Spiti.

2. In this Act, unless there is anything repugnant in the subject or context,—

Definitions.

(1) "actuary," means an actuary possessing such qualifications as may be prescribed by rules made by the Governor General in Council: [29.]

(2) "chairman," means the person for the time being presiding over the board of directors or other governing body of a life assurance company: [29.]

(3) "Court," means the principal Civil Court of original jurisdiction in a district, and includes the High Court in the exercise of its ordinary original civil jurisdiction: [S. 3, Act VI of 1882.]

(4) "financial year," means each period of twelve months at the end of which the balance of the accounts of the life assurance company is struck, or, if no such balance is struck, then the calendar year: [29.]

(5) "life assurance business," means the issue of, or the undertaking of liability under, policies of assurance upon human life, or the granting of annuities upon human life: [1 (*a*).]

(6) "life assurance company," means a company to which this Act applies:

(7) "policy of assurance on human life," means any instrument by which the payment of money is assured on death (except death by accident only) or the happening of any contingency dependent on human life or any instrument evidencing a contract which is subject to payment of premiums for a term dependent on human life: [30 (*a*)]

[29.] (8) "policy-holder," means the person who, for the time being, is the legal holder of the policy for securing the contract with the life assurance company:

[30 (*b*).] (9) where a company grants annuities upon human life, "policy" includes the instrument evidencing the contract to pay such an annuity, and "policy-holder" includes annuitant: and

[29.] (10) "Registrar," means the Registrar of Joint Stock Companies.

[1.] 3. Save as hereafter expressly provided, this Act shall apply to all persons or bodies of persons, whether corporate or unincorporate, whether established before or after the commencement of this Act and whether established within or without British India, who carry on life assurance business within British India.

Companies to which Act applies.

[VI of 1882.] *Explanation.*—A company registered under the Indian Companies Act, 1882, which carries on life assurance business in any part of the world shall for the purposes of this section be deemed to be a company carrying on such business within British India.

Exception.—Nothing in this Act shall apply to any society to which the Provident Insurance Societies Act, 191 applies, or to any Fund which the Governor General in Council may, by notification in the Gazette of India, exempt from the operation of this Act.

Deposits.

[2.] 4. (1) Every life assurance company shall, if established before the commencement of this Act, within one year from such commencement, or, if established after such commencement, before it commences to carry on the business of life assurance, deposit and keep deposited with the Comptroller-General, for and on behalf of the Governor General in Council, Government securities, as defined by the Indian Securities Act, 1886, of the face value of one hundred thousand rupees.

Deposits.

XIII of 1886.

(2) The interest accruing due on the securities deposited under sub-section (1) shall be paid to the company.

(3) The deposit may be made by the subscribers of the memorandum of association of the company, or any of them, in the name of the proposed company, and upon the incorporation of the

company, shall be deemed to have been made by, and to be part of the assets of, the company, and the registrar shall not issue a certificate of incorporation of the company until the deposit has been made.

(4) The deposit shall be deemed to form part of the Life Assurance Fund of the company.

Accounts and Documents.

5. In the case of a life assurance company transacting other business besides that of life assurance, a separate account shall be kept of all receipts in respect of the life assurance business, and the said receipts shall be carried to and form a separate fund to be called the life assurance fund. [3 (1).]

Separation of funds.

Explanation.—Nothing in this section shall be deemed to require the investments of any life assurance fund to be kept separate from the investments of any other fund.

Exception.—Nothing in this section shall apply to a life assurance company established before the commencement of this Act, by the terms of whose deed of settlement the whole of the profits of all the business carried on by the company are paid exclusively to the life policy-holders, and on the face of whose life policies the liability of the life assurance fund in respect of the other business distinctly appears. [30 (f).]

6. The life assurance fund shall be as absolutely the security of the life policy-holders, as though it belonged to a company carrying on no other business than life assurance business, and shall not be liable for any contracts of the company for which it would not have been liable had the business of the company been only that of life assurance, and shall not be applied, directly or indirectly, for any purposes other than those of life assurance. 32.]

Appropriation of life assurance fund.

Exception.—Nothing in this section shall affect the liability of the life assurance fund, in the case of a company established before the commencement of this Act, for contracts entered into by the company before such commencement. [30 (e).]

[4.] Accounts and balance-sheets.

7. Every life assurance company shall, at the expiration of each financial year, prepare—

(*a*) a revenue account for the year in the form or forms set forth in the First Schedule and applicable to the class or classes of assurance business carried on by the company;

(*b*) a profit and loss account in the form set forth in the Second Schedule, except where the company carries on life assurance business only and no other business;

(*c*) a balance-sheet in the form set forth in the Third Schedule.

[5.] Actuarial report and abstract.

8. (1) Every life assurance company shall once in every five years, or at such shorter intervals as may be prescribed by the instrument constituting the company, or by its regulations or bye-laws, cause an investigation to be made into its financial condition, including a valuation of its liabilities, by an actuary, and shall cause an abstract of the report of such actuary to be made in the form set forth in the Fourth Schedule.

(2) The provisions of sub-section (1) regarding the making of an abstract shall also apply whenever at any other time an investigation into the financial condition of a life assurance company is made with a view to the distribution of profits, or the results of which are made public.

[38 (*h*).] Actuarial abstract in case of mutual company.

9. In the case of a mutual life assurance company whose profits are allocated to members wholly or mainly by annual abatements of premium, the abstract of the report actuary on the financial condition of the company, prepared in accordance with the Fourth Schedule, may, notwithstanding anything in section 8, be made and returned at intervals not exceeding five years: provided that, where such return is not made annually, it shall include particulars as to the rates of abatement of premiums applicable to different classes or series of assurances allowed in each year during the period which has elapsed since the previous return under the Fourth Schedule.

[6.] Statement of life assurance business.

10. Every life assurance company shall, within two years from the commencement of this Act, and thereafter at the date to which the accounts of the company are made up for the purposes of the investigation prescribed

by section 8, prepare a statement of its assurance business in the form set forth in the Fifth Schedule: Provided that, if the investigation is made annually by any company, the company may prepare such a statement at any time, so that it be made at least once in every five years.

[7 (1).]

Deposit of accounts, &c., with Governor General in Council.

11. (1) Every account, balance-sheet, abstract or statement hereinbefore required to be made shall be printed, and four copies thereof, one of which shall be signed by the chairman and two directors of the company, and by the principal officer of the company, and, if the company has a managing director, by the managing director, shall be deposited with the Governor General in Council within one year after the close of the period to which the account, balance-sheet, abstract or statement relates; provided that, if in any case it is made to appear to the Governor General in Council that the circumstances are such that a longer period than one year should be allowed, he may extend that period by such period as he may think fit.

[7 (2).]

(2) The Governor General in Council shall consider any document deposited in accordance with the provision of sub-section (1), and, if any such document appears to the Governor General in Council to be inaccurate or defective in any respect, the Governor General in Council may call upon the company to furnish a further statement correcting any such inaccuracies or supplying any such deficiencies.

[7 (3).]

Deposit of report.

12. There shall be deposited with every revenue-account and balance-sheet of a life assurance company any report on the affairs of the company submitted to the shareholders or policyholders of the company in respect of the financial year to which the account and balance-sheet relate.

[7 (4).]

Exemption from certain provisions of Act VI of 1882.

13. When a life assurance company registered under the Indian Companies Act, 1882, in any year deposits its accounts and balance-sheet in accordance with the provisions of section 11, the company may, at the same time, send to the Registrar a copy of such accounts and balance-sheet; and, where such copy is so sent, it shall not be necessary for the company to file a balance-sheet with the registrar

VI. of 1882.

as required by section 74 of the Indian Companies Act, 1882, and the copy of the accounts and the balance-sheet so sent shall be dealt with in all respects as if it were a balance-sheet filed in accordance with that section.

[8.] 14 A printed copy of the last deposited accounts, balance-sheet abstract or statement shall, on the application of any shareholder or policy-holder of the company, be forwarded to him by the company by post or otherwise.

Right of shareholders, &c., to copies of accounts, &c.

[9.] 15. Where the accounts of a life assurance company are not subject to audit in accordance with the provisions of the Indian Companies Act, 1882 relating to audit, the accounts of the company shall be audited annually in such manner as the Governor General in Council may prescribe.

Audit of accounts.

VI. of 1882.

[10.] 16. Every life assurance company, which is not registered under the Indian Companies Act, 1882, shall keep a list of members in accordance with the provisions of section 48 of the said Act, and shall, on the application of any shareholder or policyholder of the company, furnish to him a copy of such list on payment of a sum not exceeding two annas for every hundred words required to be copied.

List of members.

VI. of 1882.

[11.] 17. Every life assurance company which is not registered under the Indian Companies Act, 1882, shall cause a sufficient number of copies of its deed of settlement or other instrument constituting the company to be printed, and shall, on the application of any shareholder or policy holder of the company, furnish to him a copy of such deed of settlement or other instrument on payment of a sum not exceeding one rupee.

Deed of Settlement.

VI of 1882.

[12.] 18. Where any notice, advertisement or other official publication of a life assurance company contains a statement of the amount of the authorised capital of the company, the publication shall also contain a statement of the amount of the capital which has been subscribed and the amount paid-up.

Publication of authorised, subscribed and paid-up capital.

19. (1) Every life assurance company, whether incorporated or not, constituted outside British India, which establishes a place of business within British India, shall within three months from the establishment of the place of business file with the Registrar— [S. 274, Companies (Consolidation) Act, 1908.]

Requirements as to companies established outside British India.

(*a*) a certified copy of the charter, statutes or memorandum and articles of the company, or other instrument constituting or defining the constitution of the Company, and, if the instrument is not written in the English language, a certified translation thereof.

(*b*) a list of the directors of the company :

(*c*) the names and addresses of some one or more persons resident in British India authorized to accept on behalf of the company service of process and any notices required to be served on the company ;

and, in the event of any alteration being made in any such instrument or in the directors or in the names and addresses of such persons as aforesaid, the company shall, within such time as the Governor General in Council may prescribe, file with the Registrar a notice of the alteration.

(2) Any process or notice required to be served on the company shall be sufficiently served if addressed to any person whose name has been so filed as aforesaid and left at or sent by post to the address which has been so filed.

(3) There shall be paid to the Registrar for registering any document, required by this section to be filed, a fee of five rupees or such smaller fee as the Governor General in Council may prescribe.

Amalgamation or Transfer.

20. (1) Where it is intended to amalgamate two or more life assurance companies, or to transfer the life assurance business of one company to another the directors of any one or more of such companies may apply to the Court, by petition, to sanction the proposed arrangement. [13]

Amalgamation or transfer.

(2) Before any such application is made to the Court—

(*a*) notice of the intention to make the application shall be published in the Gazette of India and the local Official Gazette;

(*b*) a statement of the nature of the amalgamation or transfer as the case may be, together with an abstract containing the material facts embodied in the agreement or deed under which the amalgamation or transfer is proposed to be effected, and copies of the actual or other reports upon which the agreement or deed is founded, including a report by an independent actuary, shall, unless the Court otherwise directs, be transmitted to each policy-holder of each company; and

(*c*) the agreement or deed under which the amalgamation or transfer is effected shall be open for the inspection of the policy-holders and shareholders at the offices of the companies for a period of fifteen days after the last publication of the notice in the Gazettes.

(3) The Court after hearing the directors and other persons whom it considers entitled to be heard upon the petition, may sanction the arrangement if it is satisfied that no sufficient objection to the arrangement has been established.

[30 (*d*).] (4) The Court shall not sanction the amalgamation or transfer in any case in which it appears to the Court that the life policy-holders representing one-tenth or more of the total amount assured in any company which it is proposed to amalgamate, or in any company the business of which it is proposed to transfer, dissent from the amalgamation or transfer.

(5) No life assurance company shall amalgamate with another, or transfer its business to another, unless the amalgamation or transfer is sanctioned by the Court in accordance with this section.

[14] 21. Where an amalgamation takes place between any life assurance companies, or where any life assurance business of one such company is transferred to another company, the combined company or

Statements in case of amalgamation or transfer.

the purchasing company, as the case may be, shall, within one month from the date of the completion of the amalgamation or transfer, deposit with the Governor General in Council—

(*a*) certified copies of statements of the assets and liabilities of the companies concerned in such amalgamation or transfer together with a statement of the nature and terms of the amalgamation or transfer ; and

(*b*) a certified copy of the agreement or deed under which the amalgamation or transfer is effected ; and

(*c*) certified copies of the actuarial or other reports upon which that agreement or deed is founded ; and

(*d*) a declaration under the hand of the chairman of each company, and the principal officer of each company, that to the best of their belief every payment made or to be made to any person whatsoever on account of the amalgamation or transfer is therein fully set forth, and that no other payments beyond those set forth have been made or are to be made either in money, policies, bonds, valuable securities or other property by or with the knowledge of any parties to the amalgamation or transfer.

Winding up.

22. The Court may order the winding up of a life assurance company, in accordance with the Indian Companies Act, 1882, and the provisions of that Act shall apply accordingly, subject, however, to the modification that the company may be ordered to be wound up— [15.]

Special provisions as to winding up of assurance companies.

VI of 1882.

(*a*) on the petition of ten or more policy-holders:

Provided that such a petition shall not be presented except by the leave of the Court, and leave shall not be granted until a *primâ facie* case has been established to the satisfaction of the Court and until security for costs for such amount as the Court may think reasonable has been given ; or

(*b*) on application, made on behalf of the Governor General in Council, showing that from a consideration of the documents deposited with him under the provisions of this Act it appears to him that the company is insolvent.

[16.] 23. (1) Where the life assurance business or any part of the life assurance business of a life assurance company has been transferred to another company under an arrangement in pursuance of which the first-mentioned company (in this section called the subsidiary company) or the creditors thereof has or have claims against the company to which such transfer was made (in this section called the principal company), then, if the principal company is being wound up by or under the supervision of the Court, the Court shall (subject as hereinafter mentioned) order the subsidiary company to be wound up in conjunction with the principal company, and may by the same or any subsequent order appoint the same person to be liquidator for the two companies, and make provision for such other matters as may seem to the Court necessary, with a view to the companies being wound up as if they were one company.

Winding up of subsidiary companies.

(2) The commencement of winding up of the principal company shall, save as otherwise ordered by the Court, be the commencement of the winding up of the subsidiary company.

(3) In adjusting the rights and liabilities of the members of the several companies between themselves, the Court shall have regard to the constitution of the companies, and to the arrangements entered into between the companies, in the same manner as the Court has regard to the rights and liabilities of different classes of contributories in the case of the winding up of a single company, or as near thereto as circumstances admit.

(4) Where any company alleged to be subsidiary is not in process of being wound up at the same time as the principal company to which it is subsidiary, the Court shall not direct the subsidiary company to be wound up unless, after hearing all objections (if any) that may be urged by or on behalf of the company against its being wound up, the Court is of opinion that the company is subsidiary to the principal company, and that the winding up of the company in conjunction with the principals company is just and equitable.

(5) An application may be made in relation to the winding up of any subsidiary company in conjunction with a principal company by any creditor of, or person interested in, the principal or subsidiary company.

(6) Where a company stands in the relation of a principal company to one company, and in the relation of a subsidiary company to some other company, or where there are several companies standing in the relation of subsidiary companies to one principal company, the Court may deal with any member of such companies together or in separate groups as it thinks most expedient, upon the principal laid down in this section.

Valuation of annuities and policies.

24. Where a life assurance company is being wound up by the Court, or subject to the supervision of the Court or voluntarily, the value of a policy or of a liability under a policy requiring to be valued in such winding up shall be estimated in manner applicable to policies and liabilities provided by the Sixth Schedule.

Rules of valuation.

(25) The rules in the Sixth Schedule shall be of the same force, and may be repealed, altered or amended as if they were rules made in pursuance of section 254 of the Indian Companies Act, 1882, and rules may be made under that section for the purpose of carrying into effect the provisions of this Act with respect to the winding up of life assurance companies.

Power to Court to reduce contracts.

26. The Court, in the case of a life assurance company which has been proved to be unable to pay its debts, may, if it thinks fit, reduce the amount of the contracts of the company upon such terms and subject to such conditions as it thinks just in place of making a winding up order.

Special Provisions relating to Accounts and Documents.

Custody and inspection of documents deposited with Governor General in Council.

27. The Governor General in Council may direct any documents deposited with him under this Act, or certified copies thereof, to be kept by the Registrar or by any other officer appointed in this behalf, and any such documents and copies shall be

open to inspection, and copies thereof may be procured by any person on payment of such fees as the Governor General in Council may direct.

Accounts, etc., to be published.

28. The Governor General in Council shall publish annually in the *Gazette of India* the accounts balance-sheets, abstracts, statement, and other documents under this Act, or purporting to be under this Act, deposited with him during the preceding year, except reports on the affairs of life assurance companies submitted to the shareholders or policy-holders thereof, and may append to such accounts, balance-sheets, abstracts, statements or other documents any note of the Governor General in Council thereon, and any correspondence in relation thereto.

Evidence of documents.

29. Every document deposited under this Act with the Governor General in Council, and certified by the Registrar or by any person appointed in that behalf by the Governor General in Council, to be a document so deposited, shall be deemed to be a document so deposited.

Evidence of copies of documents.

30. Every document purporting to be certified by the Registrar, or by any person appointed in that behalf by the Governor General in Council, to be a copy of a document so deposited, shall be deemed to be a copy of that document, and shall be received in evidence as if it were the original document unless some variation between it and the original document be proved.

Alteration of forms.

31. The Governor General in Council may, on the application or with the consent of a life assurance company, alter the forms contained in the Schedules to this Act as respects that company, for the purpose of adapting them to the circumstances of that company.

Companies carrying on business in United Kingdom.

Certain Companies may apply to be declared companies which carry on life assurance business in the United Kingdom.

32 (1) An assurance company which carries on life assurance business in the United Kingdom in accordance with the Assurance Companies Act, 1909, may, if carrying on life assurance business in British India before the commencement of this Act, within three months of such commencement,

or, in any other case, before it commences to carry on life assurance business in British India, apply to the Governor General in Council for a declaration that it so carries on such business in the United Kingdom.

(2) A company applying under the provisions of sub-section (1) shall furnish, at the time of its application or at such further time as the Governor General in Council may prescribe such evidence as he may direct of the facts alleged in its application.

(3) Where the Governor General in Council is satisfied that a life assurance company applying as aforesaid is a life assurance company which carries on business in the United Kingdom in accordance with the Assurance Companies Act, 1909, he shall, by notification in the *Gazette of India* make a declaration to that effect.

Application of the Act to companies which carry on life assurance business in the United Kingdom.

33. Where the Governor General in Council has notified a declaration in accordance with the provisions of section 32 in respect of a life assurance company, nothing in section 4, section 5, sections 7 to 12, sections 15, 20, 21 or 36 shall apply to the company:

Provided that—

(1) The company shall deposit with the Governor General in Council, in the manner prescribed in section II, copies of every account, balance-sheet, abstract, statement or other documents which the company is required by the Assurance Companies Act, 1909, to deposit at the Board of Trade;

(2) If, at any time, a company in respect of which a declaration has been notified under section 32 ceases to carry on life assurance business in the United Kingdom in accordance with the provisions of the Assurance Companies Act, 1909, it shall, if it continues to carry on life assurance business in British India, be subject to all the provisions of this Act from the date it ceased to carry on such business in the United Kingdom in accordance with the said Act.

Penalties.

[23.] 34. Any life assurance company which makes default in complying with any of the requirements of this Act, and every director, manager or secretary, or other officer or agent of the company who is knowingly a party to the default, shall be punishable with fine which may extend to one thousand rupees, or, in the case of a continuing default, with fine which may extend to five hundred rupees for every day during which the default continues ; and if default continues for a period of three months after notice of default by the Governor General in Council (which notice shall be published in one or more newspapers as the Governor General in Council may, upon the application of one or more policy-holders or shareholders, direct), the default shall be a ground on which the Court may order the winding up of the company, in accordance with the Indian Companies Act, 1882.

Penalties for non-compliance with Act.

VI of 1882. 35. If any account, balance-sheet, abstract, statement or other document required by this Act is false in any particular to the knowledge of any person who signs it, such person shall be punishable with imprisonment for a term which may extend to two years, or with fine, or with both.

[24.] Penalty for falsifying statements, etc.

Miscellaneous.

36. (1) The Governor General in Council may appoint one or more Inspectors to examine into the affairs of any life assurance company and to report thereon in such manner as he may direct—

Appointment of Inspectors.

VI of 1882. (*i*) in the case of a life assurance company which is not registered under the Indian Companies Act, 1882, upon the application of members being in number not less than one-fifth of the whole number of persons for the time being entered on the list of members kept in accordance with the provisions of Section 16 :

(*ii*) in any case where a life assurance company has failed to furnish a further statement when required to do so under the provisions of Section 11, Sub-section (2), or where the Governor General in Council is of opinion that any such further statement is insufficient or unsatisfactory.

(2) On an appointment being made under sub-section (1), the provisions of section 84 of the Indian Companies Act, 1882, shall apply to the examination made by such inspectors. VI of 1882.

[26.]

Service of Notices.

37. Any notice or other document which is by this Act required to be sent to any policy-holder may be addressed and sent to the person to whom notices respecting such policy are usually sent and any notice so addressed and sent shall be deemed and taken to be notice to the holder of such policy :

Provided that where any person claiming to be interested in a policy has given to the company notice in writing of his interest, any notice which is by this Act required to be sent to policy-holders shall also be sent to such person at the address specified by him in his notice.

Amendment of Act VI, 1882, section 131.

38. In section 131 of the Indian Companies Act, 1882, the words from "In the case of a life assurance company" to "unable to pay its debts" are hereby repealed. VI of 1882.

THE FIRST SCHEDULE.

(See Section 7.)

REVENUE ACCOUNTS OF THE _____ FOR THE YEAR ENDING_____

(A)—LIFE ASSURANCE ACCOUNT.

——	Business within British India.	Business out of British India.	Total.	——	Business within British India.	Business out of British India.	Total.
Amount of life assurance fund at the beginning of the year.	Rs.	Rs.	Rs.	Claims under policies paid and outstanding—	Rs.	Rs.	Rs.
Premium				By death			
Consideration for annuities granted.	——	——		By maturity			
Interests, dividends and rents.				Surrenders, including surrenders of bonus.			
Rs.				Annuities			
				Bonuses in cash			
				Bonuses in reduction of premiums..			
Less income-tax thereon. ——	——	——		Commission	——	——	
				Expenses of management	——	——	
Other receipts (accounts to be specified).	——	——		Other payments (accounts to be specified).	——	——	
				Amount of life assurance fund at the end of the year, as per Third Schedule.	——	——	
Rs.				Rs.			

NOTE 1.—Companies having separate accounts for annuities to return the particulars of their annuity business in a separate statement.

NOTE 2.—Items in this account to be net amounts after deduction of the amounts paid and received in respect of re-assurances of the company's risks.

NOTE 3.—If any sum has been deducted from the expenses of management account, and taken credit for in the balance-sheet as an asset, the sum so deducted to be separately shown in the above account.

NOTE 4.—Particulars of the new life assurances effected during the year of account, to be appended to the above account, showing separately, as respects business within and business out of British India, the number of policies, the total sums assured, the amount received by way of single premiums and the amount of the yearly renewal premium income, the items to be net amounts after deduction of the amounts paid and received in respect of re-assurances of the company's risks.

NOTE 5.—The columns headed "Business out of British India" in the case of companies having their head office in British India, apply only to business secured through Branch Offices or Agencies out of British India

(B)—FIRE INSURANCE ACCOUNTS.

	Rs.	Rs.		Rs.
Amount of fire insurance fund at the beginning of the year—			Claims under policies paid and outstanding	
Reserve for unexpired risk ..			Commission	
Additional reserve (if any) ..			Expenses of management	
Premiums			Contribution to fire brigades	
	Rs.		Other payments (accounts to be specified)	
Interests, dividends and rents ..				Rs.
Less income-tax thereon			Amount of fire insurance fund at the end of the year as per Third Schedule :—	
Other receipts (accounts to be specified)			Reserve for unexpired risks being per cent. of premium income for the year.	
	Rs.		Additional reserve (if any).. ..	
				Rs.

NOTE 1.—Items in this Account to be the net amounts after deduction of the amounts paid and received in respect of re-insurances of the company's risks.

NOTE 2.—If any sum has been deducted from the expenses of management account, and taken credit for in the balance sheets as an asset, the sum so deducted to be separately shown on the above account.

NOTE 3.—When marine or any other branch of business is carried on, the income and expenditure thereof to be in like manner stated in a separate account.

THE SECOND SCHEDULE.

(See Section 7.)

PROFIT AND LOSS ACCOUNT OF THE ———— FOR THE YEAR ENDING ———— 19

	Rs.	Rs.		Rs.
Balance of last year's account			Dividends and bonuses to shareholders	
	Rs.		Expenses not charged to other accounts	
			Loss realised (accounts to be specified)	
Interest and dividends not carried to other accounts.			Other payments (accounts to be specified)	
Less income-tax thereon ..			Balance as per Third Schedule	
Profit realised (accounts to be specified)				
Other receipts (accounts to be specified)				
	Rs...			Rs ..

THE THIRD SCHEDULE.

(See Section 7.)

BALANCE-SHEET OF THE _____ ON THE _____ 19 .

Liabilities.	—	Rs.	Assets.	—	Rs.
Shareholders' capital paid up (if any) ..			Mortgages on property within British India		
Life assurance fund *			Do. do. out of British India		
Annuity fund *			Loans on parochial and other public rates		
Fire insurance fund			Do. life interests		
Marine insurance fund			Do. reversions		
Profit and loss account			Do. stocks and shares		
Other funds (if any) to be specified			Do. company's policies within their surrender values ..		
			Do. personal security		
Claims admitted or intimated † but not paid.					
Life assurance			Investments—		
Fire insurance					
			Deposit with the Comptroller General (securities to be specified).		
Annuities due and unpaid†			British Government securities		
Other sums owing by the company† (to be stated separately under each class of business).			Municipal and County securities, United Kingdom ..		
			Indian and Colonial Government securities		
			Do. Provincial securities		
			Do. Municipal do.		
			Foreign Government securities		
			Do. Provincial securities		
			Do. Municipal do.		
			Railway and other debentures and debenture stock—Indian and foreign.		
			Railway and other preference and guaranteed stocks ..		
			Do. ordinary stocks		

THE THIRD SCHEDULE—*contd.*

Liabilities.	—	Assets.	—
	Rs.		Rs.
		Rent charges	
		Freehold ground rates	
		Leasehold do.	
		House property	
		Life interests	
		Reversions	
		Agents' balances	
		Outstanding premiums	
		Do. interests, dividends and rents	
		Interest accrued but not payable 1..	
		Bills receivable	
		Cash :—	
		On deposit	
		In hand and on current account	
		Other assets (to be specified)	
Rs.		Rs.	

* Life companies having separate annuity fund to show amount thereof separately.

† These items are or have been included in the corresponding items in the First Schedule.

NOTE 1.—When part of the assets of the company are specifically deposited, under local laws, in various places out of British India, as security to holders of life assurance policies there issued, each such place and the amount compulsorily lodged therein must be specified.

NOTE 2.—A balance-sheet in the above form must be rendered in respect of each separate fund for which separate investments are made.

NOTE 3.—The balance-sheet must state how the value of the Stock Exchange securities are arrived at, and on the occasions when a statement respecting valuation under the Fourth Schedule is made, a certificate must be appended, signed by the same persons as signed the balance-sheet, to the effect that in their belief the assets set forth in the balance-sheet are in the aggregate fully of the value stated therein, less any investment reserve fund taken into account.

NOTE 4.—In the case of a company required to keep separate funds under Section 5 of this Act, a certificate must be appended, signed by the same persons as signed the balance-sheet and by the auditor to the effect that no part of any such fund has been applied, directly or indirectly for any purpose other than the class of business to which it is applicable.

THE FOURTH SCHEDULE.

(See Sections 8 and 9.)

STATEMENT RESPECTING THE VALUATION OF THE LIABILITIES UNDER LIFE POLICES AND ANNUITIES OF THE _____ . . , TO BE MADE AND SIGNED BY THE ACTUARY.

(The answers should be numbered to accord with the numbers of the corresponding questions.)

1. The date up to which the valuation is made.

2. The general principles adopted in the valuation, and the method followed in the valuation of particular classes of assurances, including a statement of the method by which the net premiums have been arrived at, and whether these principles were determined by the instrument constituting the company or by its regulations or bye-laws or how otherwise ; together with a statement of the manner in which policies on under average lives are dealt with.

3. The table or tables of mortality used in the valuation. In cases where the tables employed are not published, specimen policy values are to be given, at the rate of interest employed in the valuation, in respect of whole-life assurance policies effected at the respective ages of 20, 30, 40 and 50, and having been respectively in force for 5 years 10 years, and upwards at intervals of five years, respectively ; with similar specimen policy values in respect of endowment assurance policies, according to age at entry, original term of policy and duration.

4. The rate or rates of interest assumed in the calculations.

5. The actual proportion of the annual premium income (if any) reserved as a provision for future expenses and profits, separately specified in respect of assurances with immediate profits, with deferred profits, and without profits. (If none, state how this provision is made.)

6. The consolidated revenue-account since the last valuation, or in case of a company which has made no valuation, since the commencement of the business. (This return should be made in the form annexed. No return under this heading will be required where a statement under this schedule is deposited annually.)

7. The liabilities of the company under life policies and annuities at the date of the valuation, showing the number of policies, the amount assured and the amount of premiums payable annually under each class of policies, both with and without participation in profits, and also the net liabilities and assets of the company with the amount of surplus or deficiency. (These returns to be made in the forms annexed.)

8. The principles upon which the distribution of profits among the shareholders and policy-holders is made, and whether these principles were determined by the instrument constituting the company or by its regulations or bye-laws, or how otherwise, and the number of years' premiums to be paid before a bonus (*a*) is allotted and (*b*) vests.

9. The results of the valuation showing—

(1) the total amount of profit made by the company, allocated as follows :—

(*a*) among the policy-holders with immediate participation, and the number and amount of the policies which participated;

(*b*) among policy-holders with deferred participation, and the number and amount of the policies which participated ;

(*c*) among the shareholders ;

(*d*) to reserve funds, or other accounts ;

(*e*) carried forward unappropriated ;

(2) specimens of bonuses allotted to whole-life assurance policies for Rs. 1,000 effected at the respective ages of 20, 30, 40 and 50, and having been respectively in force for 5 years, 10 years, and upwards at intervals of 5 years, respectively, together with the amounts apportioned under the various modes in which the bonus might be received ; with similar specimen bonuses and particulars in respect of endowment assurance policies, according to age at entry, original term of policy, and duration.

(FORM REFERRED TO UNDER HEADING No. 6 IN FOURTH SCHEDULE.)

Consolidated Revenue Account of the ——— for ——— years commencing ——— and ending ———.

	Rs.		Rs.
Amount of life assurance fund at the beginning of the period ..		Claims under policies paid and outstanding :—	
Premiums		By death	
Consideration for annuities granted		By maturity	
Rs.		Surrenders	
Interest, dividends and rents		Annuities	
Less income-tax thereon		Bonuses in cash	
		,, ,, reduction of premiums	
Other receipts (accounts to be specified)		Commission	
		Expenses of management	
		Other payments (accounts to be specified)	
		Amount of life assurance fund at the end of the period as per Third Schedule	
Rs. ..		Rs. ..	

NOTE.—If any sum has been deducted from the expenses of management account and taken credit for in the balance-sheet as an asset, the sum so deducted to be separately shown in the above statement.

(FORM REFERRED TO UNDER HEADING No. 7 IN FOURTH SCHEDULE.)

*Summary and valuation of the Policies of the*_____ *as at*_____ *19* .

—	PARTICULARS OF THE POLICIES FOR VALUATION.				VALUATION.			
					Value by the Table, interest per cent.			
	Number of Policies.	Sums assured and bonuses	Office yearly premiums.	Net yearly premiums.	Sums assured and bonuses.	Office yearly premiums.	Net yearly premiums.	Net liability.
ASSURANCES.								
I.—*With immediate participation in profits*								
For whole term of life								
Other classes (to be specified)								
Extra premiums payable								
II.—*With deferred participation in profits*								
For whole term of life								
Other classes (to be specified)								
Extra premiums payable								
Total assurances with profits								
III.—*Without participation in profits.*								
For whole term of life								
Other classes (to be specified)								
Extra premiums								
Total assurances without profits								
Total assurances								
Deduct re-assurances (to be specified according to class in a separate statement).								
Net amount of assurances								
Adjustments, if any (to be separately specified) ..								
ANNUITIES ON LIVES.								
Immediate								
Other classes (to be specified)								
Total of the results								

NOTE 1.—The term "extra premium" in this Act shall be taken to mean the charge for any risk not provided for in the minimum contract premium If policies are issued in or for any country at rates of premium deduced from tables other than the European mortality tables adopted by the company, separate schedules similar in form to the above must be furnished.

NOTE 2.—Separate returns and valuation results must be furnished in respect of classes of policies valued by different tables of mortality, or at different rates of interest, also for business at other than European rates.

NOTE 3.—In cases also where separate valuations of any portion of the business are required under local laws in places outside British India, a summary statement must be furnished in respect of the business so valued in each such place showing the total number of policies, the total sums assured and bonuses, the total office yearly premiums and the total net liability on the bases as to mortality and interest adopted in each such place, with a statement as to such bases respectively.

(FORM REFERRED TO UNDER HEADING No. 7 IN FOURTH SCHEDULE,)

*Valuation Balance Sheet of*_____*as at*_____*19* .

Dr.	Rs.	Cr.	Rs.
To net liability under life assurance and annuity transactions (as per summary statement provided in Fourth Schedule).		By life assurance and annuity funds (as per Balance-sheet under Third Schedule)	
To surplus, if any		By deficiency, if any	

THE FIFTH SCHEDULE.

(See Section 10.)

STATEMENT OF THE LIFE ASSURANCE ANNUITY BUSINESS OF THE
ON THE 19 , TO BE SIGNED BY THE ACTUARY.

(The answers should be numbered to accord with the numbers of the corresponding questions. Statements of re-assurances corresponding to the statements in respect of assurances are to be given throughout.) Separate statements are to be furnished in the replies to all the headings under this Schedule for business at other than European rates.

1. The published table or tables of premiums for assurances for the whole term of life and for endowment assurances which are in use at the date above-mentioned.

2. The total amount assured on lives for the whole term of life which are in existence at the date above-mentioned, distinguishing the portions assured with immediate profits, with deferred profits and without profits, stating separately the total reversionary bonuses and specifying the sums assured for each year of life from the youngest to the oldest ages, the basis of division as to immediate and deferred profits being stated.

3. The amount of premiums receivable annually for each year of life, after deducting the abatements made by the application of bonuses in respect of the respective assurances mentioned under Heading No. 2, distinguishing ordinary from extra premiums. A separate statement is to be given of premiums payable for a limited number of years, classified according to the number of years' payments remaining to be made.

4. The total amount assured under endowment assurances, specifying sums assured and office premiums separately in respect of each year in which such assurances will mature for payment. The reversionary bonuses must also be separately specified, and the sums assured with immediate profits, with deferred profits, and without profits separately returned.

5. The total amount assured under classes of assurance business, other than assurances dealt with under questions 2 and 4, distinguish-

ing the sums assured under each class and stating separately the amount assured with immediate profits, with deferred profits, and without profits, and the total amount of reversionary bonuses.

6. The amount of premiums receivable annually in respect of each such special class of assurances mentioned under Heading No. 5, distinguishing ordinary from extra premiums.

7. The total amount of premiums which has been received from the commencement upon pure endowment policies which are in force at the date above-mentioned.

8. The total amount of immediate annuities on lives, distinguishing the amounts for each year of life, and distinguishing male and female lives.

9. The amount of all annuities on lines other than those specified under Heading No. 8, distinguishing the amount of annuities payable under each class, and the amount of premiums annually receivable.

10. The average rate of interest yielded by the assets, whether invested or uninvested, constituting the life assurance fund of the company, calculated upon the mean fund of each year during the period since the last investigation, without deduction of income-tax.

It must be stated whether or not the mean fund upon which the average rate of interest is calculated includes reversionary investments.

11. A table of minimum values, if any, allowed for the surrender of policies for the whole term of life and for endowments and endowment assurances, or a statement of the method pursued in calculating such surrender values, with instances of the application of such method to policies of different standing and taken out at various interval ages from the youngest to the oldest.

THE SIXTH SCHEDULE.

(*See Sections 24 and 25.*)

RULES FOR VALUING ANNUITIES, LIFE POLICIES AND LIABILITIES.

Rule for valuing an annuity.

An annuity shall be valued according to the tables used by the company which granted such annuity at the time of granting the

same, and, where such tables cannot be ascertained or adopted to the satisfaction of the Court, then according to such rate of interest and table of mortality as the Court may direct.

Rule for valuing a policy.

The value of the policy is to be the difference between the present value of the reversion in the sum assured according to the contingency upon which it is payable, including any bonus or addition thereto made before the commencement of the winding up, and the present value of the future annual premiums.

In calculating such present values interest is to be assumed at such rate, and the rate of mortality according to such tables, as the Court may direct.

The premium to be calculated is to be such premium as according to said rate of interest and rate of mortality is sufficient to provide for the risk incurred by the office in issuing the policy, exclusive of any addition thereto for office expenses and other charges.

Rule for valuing a liability.

The liquidator, in the case of all persons appearing by the books of the company, to be entitled to or interested in policies granted by such company is to ascertain the value of the liability of the company to each such person, and give notice of such value to such persons in such manner as the Court may direct, and any person to whom notice is so given shall be bound by the value so ascertained, unless he gives notice of his intention to dispute such value in manner and within a time to be prescribed by a rule or order of the Court.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to provide for the better control of Life Assurance Companies in India. Hitherto the operations of such Companies have been regulated by the Indian Companies Act, 1882 (VI of 1882).

It is considered that the provisions of the Indian Companies Act are insufficient for the proper control of Life Assurance Companies in view of the growth of life assurance business in this country and that it is desirable to undertake legislation on the lines of the United Kingdom Life Assurance Law.

The draft Bill applies to all Life Assurance Companies operating in British India, whether established within or without British India, with the exception that Companies which carry on life assurance business in the United Kingdom in accordance with Assurance Companies Act, 1909, are, on their obtaining a declaration from the Governor General in Council to this effect and on condition of their depositing with the Governor General in Council copies of the documents which they are required by the Assurance Companies Act, 1909, to deposit at the Board of Trade, exempted from the special provisions of this Bill relating to deposits, the furnishing of accounts and statements, the audit of accounts, amalgamation and transfer and inspection.

The provisions of the Bill follow as closely as possible those of the Assurance Companies Act, 1909 (9 Edw. 7, c. 49), the only important deviations from the latter being—

(*a*) that no provision has been made for the regulation of insurance companies other than those undertaking life assurance, as it is considered that the conditions of insurance in India do not as yet call for such further legislation; and

(*b*) that the Governor General in Council has been empowered (1) to take the initiative in applying to the Court to order the winding up of a company which appears to be insolvent, and (2) to appoint inspectors in certain circumstances to examine into the affairs of a Life Assurance Company. In the United Kindom, it rests with the public and the members of the Company to apply for the winding up of a company or the appointment of inspectors, but it is considered that more active measures on the part of Government are required for the protection of the less instructed public in India.

W. H. CLARK.

SIMLA, the 11th September 1911.

No. 914 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 9th November 1911.

The SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—In reply to your letter No. 9606, dated 11th ultimo, forwarding a copy of a Bill to provide for the regulation of Life Assurance Companies, with the statement of objects and reasons, I have the honour to submit herewith the opinions of my Committee on the provisions of the said Bill.

Section 4 (1).—As regards Foreign and Colonial Companies, which do not comply with the Board of Trade Regulations, although they deposit one lakh of Rupees in India, it is not clear to my Committee how the Governor General in Council can order an investigation into their affairs—their Head Offices being out of this country. It is considered, in such cases, that a percentage of the Life Assurance Funds held against policies issued and remaining in force in India, should be invested in securities as detailed hereafter and held in this country. Foreign, Colonial and English Companies, which have complied with the Board of Trade Regulations, doing business in India and England, might also, it is thought, be required to hold a percentage of their life assurance funds (held against policies issued and remaining in force in India), in securities as detailed hereafter and these should be held in this country. It is further submitted that Government should retain powers, in case of liquidation or failure, to obtain possession of the securities so held in India.

Section 5 (*Explanation*).—My Committee consider that Life Assurance Funds should be separately invested from other Funds.

Section 7 (*a*).—Whilst there can be no objection to give the business done during the year, as per note 4 of the first schedule, it would be extremely burdensome to carry out the sub-divisions of business within and out of British India, as defined in the body of the first schedule. The premium and other items should, it is considered, be total amounts and not divided. The Committee of the Chamber cannot see any real object for such divisions, but they do not take exception to the various items of the first schedule.

Section 37 (2nd para.).—It is submitted that the 2nd para. of this section should read as follows:—

"Provided that where any person claiming to be interested in a "Policy shall after the coming into force of this Act give to the Com- "pany notice in writing of his interest, any notice which is by this "Act required to be sent to Policy-holders shall also be sent to such "person at the address specified by him in his notice.

"A Company shall not be bound to serve the notices required by "this section on any one who has claimed an interest prior to the "passing of this Act, but nothing herein contained shall prevent such "a person from serving a fresh notice."

My Committee observe that there are no investment sections in the Act and are of opinion that there ought to be such sections.

Life Assurance Funds of Indian Companies and those investment that it is here suggested other Companies should or might be required to make, should, it is felt, be invested in the following securities:—

1. Investments, mortgages, etc., as allowed by the Indian and English Trust Acts.
2. Indian Debenture Stock—where no default in payment of debenture interest has been made for a specified number of years.
3. Indian Preferred Stock—provided ordinary Stock in the same Company has been paying a dividend over a specified number of years.
4. Indian Common Stock—where dividends have come up to a specified standard over a specified number of years.
5. Purchase of Land and Buildings but subject to certain restrictions.
6. Loans on approved securities.

Indian Companies might be given, say 5 years, in which to bring their present investments into line with these regulations. It should also be provided that no loan should be made to a Director, Manager, Agent or Employee of an Indian Company except on the surrender value of a Policy of the Company.

The Policy Form of all Companies should state the terms for revival for the full sum assured in the event of failure to pay premiums in time. Also the position of the Policy in the event of its not being revived. My Committee suggest that at an early date Government might legislate in connection with certain points of a legal nature which are, at present, a source of trouble to Insurance Companies: such as the following:—

Assignments,

Settlement Policies,

The title to be produced by Members of an undivided Hindu family, and so on.

My Committee have no further remarks to offer on the Bill.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Acting Secretary.

APPENDIX F-2.

PROVIDENT INSURANCE SOCIETIES BILL.

No. 9608 OF 1911.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 11th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward copy of a Bill to provide for the regulation of Provident Insurance Societies, with the statement of objects and reasons, and to request that you will favour Government with the opinion of the Chamber on the provisions of the Bill

ly to this letter may be sent by the 5th November 1911 at the latest.—I have, etc.,

R. D. BELL,
Under-Secretary to Government.

A Bill to provide for the regulation of Provident Insurance Societies.

Whereas it is expedient to provide for the regulation of Provident Insurance Societies; it is hereby enacted as follows:—

Preliminary.

Short title and extent.

1. (1) This Act may be called the Provident Insurance Societies Act, 191 ; and

(2) It extends to the whole of British India, inclusive of British Baluchistan, the Santhal Parganas and the Pargana of Spiti.

Definitions.

2. In this Act, unless there is anything repugnant in the subject or context,—

(1) "Provident Insurance Society" means a society, company or institution, whether consisting of one or more persons, which receives premiums or contributions for insuring money to be paid on the birth, marriage or death of any person; and

(2) words and expressions which are defined in the Indian Life Assurance Companies Act, 191 , have the meanings respectively attributed to them by the said Act.

Application of Act.

3. Nothing in this Act shall apply to any Provident Insurance Society carrying on life assurance business which has a nominal share capital exceeding twenty-five thousand rupees, or which pays or undertakes to pay on any life assurance policy an annuity exceeding one hundred rupees or a gross sum exceeding one thousand rupees, or which receives or undertakes to receive by way of premium or contribution for life assurance any sum exceeding five hundred rupees where the said premium or contributions are payable for one year or a limited number of years, or fifty rupees in any one year where the contributions are unlimited in number and terminable on death or the occurrence of an uncertain event.

General.

Insurable interest.

4. No Provident Insurance Society shall receive any premium or contribution for insuring money to be paid on the death of any person other than the person paying such premium or contribution, or the wife, husband, child, parent, brother or sister of such person.

Provision to be made by rules.

5. Every Provident Insurance Society shall by its rules—

(*a*) specify the object, name and registered office of the society;

(*b*) provide that not less than a proportion specified in the rules of the amount annually received by the society in premiums or contributions shall be paid in benefits to the members of the society;

(*c*) provide for any other matters which the Local Government may prescribe; and

(*Cf.* section 15, Friendly Societies Act, 1896, and Sch. I (9) of that Act.)

(*d*) in the case of a Provident Insurance Society which by rule or practice divides any part of the funds thereof, provide, before any such division takes place—

(i) for the payment of all debts due by the society existing at the time of division; and

(ii) for the payment to every policy-holder or contributor of the society whose claim matures within the period for which division is made of a sum not less than the total amount of the premiums or contributions received by it from such policy-holder or contributor, during such period.

Registration of Provident Insurance Societies.

6. (1) Every Provident Insurance Society shall, within three months from the commencement of this Act, or, if established after the commencement of this Act, before it receives any premium or contribution, apply to the Registrar for registration under this Act, and shall deliver to him a copy of the rules of the society.

(2) The Registrar shall, on being satisfied that such rules comply with the provisions of this Act, acknowledge the receipt of the rules and register the society.

(3) If the Registrar is not satisfied that the rules or any of them comply with the provisions of this Act, he shall send to the Provident Insurance Society a notice by post stating in what respect such rule or rules is or are not in accordance with the provisions of this Act and, calling upon such society to deliver to him an amended rule or rules within sixty days.

(4) On receipt of a notice under sub-section (3) the Provident Insurance Society shall within sixty days deliver to the Registrar an amended rule or rules in conformity with this Act, and the Registrar shall thereupon acknowledge the receipt of the rules and register the society as hereinbefore provided.

Failure to register.

7. (1) No Provident Insurance Society, established before the commencement of this Act, shall receive any premium or contribution after the expiration of the following periods, namely :—

(*a*) if the society has failed to apply for registration in accordance with the provisions of section 6, sub-section (1), after the expiration of three months from the commencement of this Act ;

(*b*) if the society, having applied for registration as aforesaid, has failed to deliver to the Registrar amended rules in accordance with a notice under section 6, sub-section (3) after the expiration of sixty days from the receipt of such notice.

(2) No Provident Insurance Society, established after the commencement of this Act shall receive any premium or contribution until it is duly registered in accordance with the provisions of the Act.

Amendment of rules.

8. (1) No amendment of any rule of a Provident Insurance Society shall be valid until the same has been registered under this Act, for which purpose a copy of the amended rule shall be sent to the Registrar.

(2) The Registrar shall, on being satisfied that any amendment of a rule is not contrary to the provisions of this Act, issue to the society an acknowledgment of the registration of the same.

Right to supply of copies of rules.

9. Every Provident Insurance Society shall, on demand, deliver free of cost to any member of the society a copy of the rules of the society, and to any person other than a member a copy of such rules on the payment of a sum not exceeding one rupee.

VI of 1882.

Register of members and policy-holders.

10. Every Provident Insurance Society which is not registered under the Indian Companies' Act, 1882, shall cause to be kept a register of its members and policy-holders, in which the particulars specified in section 47 of the said Act shall be entered.

VI of 1882.

Office.

11. Every Provident Insurance Society which is not registered under the Indian Companies Act, 1882, shall have an office to which all communications and notices may be addressed, and shall give notice to the Registrar of the situation of such office and of any change therein.

Revenue-account and balance-sheet.

12. Every Provident Insurance Society shall, at the expiration of each financial year, prepare a revenue-account and balance-sheet in such forms and verified in such manner as the Local Government may prescribe, and shall cause them to be audited by an auditor who shall possess such qualifications as the Local Government may prescribe.

Delivery and publication of revenue-account, etc.

13. Every Provident Insurance Society shall, within six months of the expiration of each financial year, deliver to the Registrar the revenue-account and balance-sheet prescribed by section 12, and shall publish them in such manner as the Local Government may direct.

Inspection of accounts.

14. The books of every Provident Insurance Society shall at all reasonable hours be open to inspection by the Registrar or by any person appointed by him in this behalf or by any member of the society.

Power to enquire into solvency, etc., of society.

15. (1) If the Registrar is of opinion that there is ground for an inquiry—

(*a*) whether any Provident Insurance Society is solvent, or

(*b*) whether the business of any such society is conducted fraudulenty or not in accordance with the rules thereof,

he may direct an inquiry to be held by an actuary, appointed by him in this behalf, as to the solvency of such society or as to the manner in which the business of such society is conducted.

(2) An actuary appointed under sub-section (1) shall have access to all the books, deeds, documents and accounts of the society and shall have power to call upon the society to furnish such statements as to its business and such other information as he may direct.

(3) The result of any such inquiry shall be reported to the Registrar.

(4) The Registrar may, if he thinks fit, direct that the whole or any part of the expenses of and incidental to any such inquiry by an actuary shall be defrayed out of the funds of the society or by the members or officers of the society in such proportion as he may determine.

Power to dissolve.

16. When the Registrar, after considering the report of an actuary appointed under section 15, is of opinion that any Provident Insurance Society, taking into account its prospective liabilities, is insolvent or that the business of such society is conducted fraudulently or not in accordance with the rules thereof, he may direct that the society shall be dissolved.

Liquidation.

17. (1) Where a society is dissolved in accordance with the provisions of section 16, the Registrar may appoint a competent person to be liquidator for the society. [*Cf.* S. 24, Act X of 1904.]

(2) A liquidator appointed under sub-section (1) shall have power to institute or defend any legal proceedings on behalf of the society by his name of office and shall also have power—

(*a*) to sue for and recover any sums of money due to the society at the date of its dissolution ;

(*b*) to determine the contribution to be made by members of the society, respectively, to the assets of the society ;

(*c*) to investigate all claims against the society and to decide questions of priority arising between claimants ;

(*d*) to determine by what persons and in what proportions the costs of the liquidation are to be borne ; and

(*e*) to give such directions in regard to the collection and distribution of the assets of the society as may appear to him to be necessary for winding up the affairs of the society.

(3) Subject to any rules of procedure made under this Act, a liquidator appointed under this section shall, in so far as such powers are necessary to carry out the purposes of this section, have power to summon and enforce the attendance of witnesses and to compel the production of documents by the same means and as far as may be in the same manner as is provided in the case of a Civil Court by the Code of Civil Procedure, 1908.

V of 1908.

(4) Orders made under this section shall be final and conclusive and may be enforced by any Civil Court having local jurisdiction in the same manner as a decree.

Penalties.

Penalty for non-compliance with Act.

18. Any Provident Insurance Society which makes default in complying with any of the requirements of this Act, and every director, manager or secretary or other officer or agent of the society, who is knowingly a party to the default, shall be punishable with fine which may extend to five hundred rupees, or, in the case of a continuing default, with fine which may extend to two hundred and fifty rupees for every day during which the default continues.

Penalty for falsifying document.

19. If any register, account, balance-sheet or other document required by this Act is false in any particular to the knowledge of any person who signs it, such person shall be punishable with imprisonment for a term which may extend to two years, or with fine, or with both.

Rules.

Rules.

20. (*1*) The Local Government may make rules to carry out the purposes of this Act.

(*2*) In particular and without prejudice to the generality of the foregoing power, such rules may—

(*a*) prescribe the matters in respect of which a society shall make rules ;

(*b*) prescribe the form of any account or return required by this Act, and the manner in which any such account or return shall be verified ;

(*c*) prescribe the qualifications of auditors under this Act ;

(*d*) prescribe the manner in which any document required to be published by this Act shall be published ; and

(*e*) prescribe the procedure to be followed by liquidators under this Act.

(*3*) The power to make rules conferred by this Act is subject to the condition of the rules being made after previous publication.

(*4*) All rules made under this Act shall be published in the local official Gazette, and on such publication shall have effect as if enacted therein.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to provide for the better control of Provident Insurance Societies, that is, societies, not being Life Assurance Companies proper, which undertake insurances on births, marriages or deaths.

The attention of the Government of India has, from time to time, been drawn to the existence of large numbers of such societies in different parts of India, and to the unsound business methods employed by them. In 1898, the advisability of undertaking special legislation, with reference to the societies then existing in considerable numbers in Bengal and Bombay, was taken into consideration ; but, after consultation with the Local Governments concerned, it was decided to defer legislation until the true nature of the movement had declared itself more clearly and until the effect of a more strict enforcement of the provisions of the Indian Companies' Act could be determined. The number of societies in Bengal and Bombay has since then greatly decreased ; but a large number have in more recent years come into existence in Madras, and the Government of Madras have made a representation on the subject which establishes clearly the fact that the provisions of the Indian Companies' Act are insufficient to control the undesirable tendencies of the movement. It has accordingly been decided that legislation to control these societies should now be undertaken, and this Bill has been framed accordingly.

The main provisions of the present Bill are designed to secure (1) that all societies of the nature of those defined in the Bill shall be registered ; (2) that full publicity shall be given to the proceedings of the societies · and (3) that Local Governments and Administrations shall be empowered to deal effectively with societies which are demonstrably fraudulent or insolvent. These measures, while controlling the operations of societies working on unsound principles, will not, it is believed, interfere with the development of Provident Societies of a useful character.

W. H. CLARK.

The 15th September 1911.

No. 915 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 9th November 1911.

The SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—In reply to your letter No. 9608, dated 11th ultimo, forwarding a copy of a Bill to provide for the regulation of Provident Insurance Societies, with the statement of objects and reasons, I have the honour to submit herewith the opinions of my Committee on the provisions of the said Bill.

Section 3.—My Committee suggest that this Section should read as follows :—

"Nothing in this Act shall apply to any Provident Insurance "Society carrying on Life Assurance business which has a nominal share capital exceeding twenty-five thousand rupees, or which "pays, or undertakes to pay, on any Life Assurance Policy or "Policies on any one Life an annuity exceeding fifty Rupees, or a "gross sum exceeding five hundred rupees, or which receives or "undertakes to receive by way of premium or contribution for "life assurance on any one life any sum exceeding two hundred "and fifty rupees where the said premium or contributions are "payable fo one year or a limited number of years or twenty-five

"rupees in any one year where the contributions are unlimited "in number and terminable on death or the occurrence of an un- "certain event."

My Committee have no further remarks to offer on this Bill.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX G.

WHITE PHOSPHORUS MATCHES BILL.

No. 6362 OF 1911.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 30th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed by the Governor in Council to forward a copy of a Bill to prohibit the importation, manufacture and sale of matches with white phosphorus, with the Statement of Objects and Reasons, and to request that Government may be favoured with the opinion of the Bombay Chamber of Commerce on the Provisions of the Bill by the 15th November 1911.—I have, etc..

J. M. ANTIA,
For Secretary to Government

A Bill to prohibit the importation, manufacture and sale of matches made with white phosphorus.

Whereas it is expedient to prohibit the importation, manufacture and sale of matches made with white phosphorus; It is hereby enacted as follows:—

Short title, extent and commencement.

1. (1) This Act may be called the White Phosphorus Matches Prohibition Act, 1911.

(2) It extends to the whole of British India ; and

(3) It shall come into force on the first day of January 1913, with the exception of section 6 which shall come into force on the first day of January 1914.

Definition.

2. In this Act, "white phosphorus" means the substance commonly known as white or yellow phosphorus.

Prohibition of importation by addition to section 18, Act VIII of 1878.

3. To section 18 of the Sea Customs Act, VIII of 1878, the following clause shall be added, namely :—

"(*g*) matches made with white phosphorus."

Prohibition of use of white phosphorus in manufacture of matches.

4. (1) No person shall use white phosphorus in the manufacture of matches.

(2) Any person who uses, or permits the use by any person under his control of, white phosphorus in the manufacture of matches, shall be punishable with fine which may extend to two hundred rupees.

Power of Inspector of Factories to take samples of material used in manufacture.

5. (1) Every person who manufactures matches shall allow an Inspector of Factories appointed under the Indian Factories Act XII of 1911, at any time to take for analysis sufficient samples of any material in use, or mixed for use in such manufacture:

Provided that any such person may at the time the sample is taken, and on providing the necesary appliances, require the Inspector to divide the sample so taken into two parts, and to mark, seal and deliver to him one part.

(*2*) Any person who refuses to permit any such Inspector of Factories as aforesaid to take a sample in accordance with the provisions of sub-section (*1*) shall be punishable with fine which may extend to two hundred rupees.

Prohibition of sale.

6. (*1*) No person shall sell, or offer or expose for sale, or have in his possession for the purposes of sale, any matches made with white phosphorus.

(*2*) Any person who contravenes the provisions of sub-section (*1*) may, on complaint to a Magistrate, be ordered to forfeit any such matches in his possession, and any matches so forfeited shall be destroyed or otherwise dealt with as the Magistrate may direct.

STATEMENT OF OBJECTS AND REASONS.

THE object of this Bill is to prohibit the importation into India, and the manufacture and sale in this country, of matches which contain white (yellow) phosphorus.

It has recently been decided that India shall become a party to the Berne International Convention of 1906, the object of which is to prohibit the use of white (yellow) phosphorus in matches, in order to eliminate absolutely the chance of the very painful disease called "necrosis" or "phossy jaw" occurring among the operatives in match factories. Under the terms of that Convention, it is incumbent upon the contracting parties to take the necessary administrative steps to ensure the attainment of the object of the Convention within their respective territories; and the present Bill has been framed accordingly. The provisions of the Bill follow as closely as necessary and practicable the lines of the English White Phosphorus Matches Prohibition Act, 1908 (8 Edw. 7, ch. 42).

W. H. CLARK.

The 21st August 1911.

No. 918 OF 1911.

THE CHAMBER OF COMMERCE,
BOMBAY, 11th November 1911.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—In reply to your letter, No. 6362, dated 30th ultimo, forwarding a copy of a Bill to prohibit the importation, manufacture and sale of matches with White Phosphorus, with the statement of Objects and Reasons, I beg to submit the report of my Committee as follows :—

"So far as the principal sources of supply are concerned the evidence before the Committee is contrary to the reason given for the proposed legislation in the Statement of Objects and Reasons. Until therefore evidence of a conclusive character has been obtained we are unable to assent to the preamble that 'it is expedient to

prohibit the importation, manufacture and sale of matches made with white phosphorus.' Up-to-date evidence should, we feel, be put forward to justify the preamble, but, so far as the principal sources of supply are concerned, we believe this is not obtainable.

"The import of such matches into India has been very large for many years and their popularity and usefulness are undoubted. The trade should not therefore be stopped until conclusive evidence has been obtained to justify the point now raised.

"As regards the manufacture of such matches in this country we consider that this can easily be controlled. We dissent therefore from the preamble as the expediency of legislation has not been proved.

"*Section* 1, *Clause* 2. We dissent from this.

"*Clause* 3. As the Bill has been delayed the dates should be altered to "first day of July 1913" and "first day of July 1914"

"*Sections* 3, 4, 5 *&* 6. We dissent from all these.

"We are of opinion that the Bill should be withdrawn."

My Committee do not think the necessity for this Bill has been proved and in any case deprecate undue haste in dealing with the matter.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Acting Secretary.

APPENDIX **H.**

DECLARATION OF LONDON.

No. 670 OF 1911.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 5th April 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to forward, for your information, a copy of a circular which has been issued to members of this Chamber

with reference to the Declaration of London. You will observe that the circular includes a letter from the Bombay Branch of the Navy League, which has been no doubt addressed to your Chamber as well as to this Chamber. I am to ask if your Committee propose to take any action regarding the Declaration of London, and if so, in what direction they contemplate moving.—I am &c.,

H. M. HAYWOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 5th April 1911.

Circular No. 129—1911.

To
ALL MEMBERS OF THE CHAMBER.

DEAR SIRS,—I am directed to attach, for your information and consideration, a letter from the Bombay Branch of the Navy League, with reference to the Declaration of London.

2. The letter has been published in the press, and may have attracted your attention. It deals with a subject of extreme importance, but one with which residents in India have not much opportunity of becoming closely acquainted. For this reason the Committee, before submitting the letter formally to members, have procured and reprinted the Declaration of London, and have instructed me to attach a copy of the reprint to this circular.

3. They have further directed me to state briefly the information which they have at their disposal, in regard to the Declaration. It is probably known to members that at the second Hague Conference, which was opened in June 1907, the question of the development of the system of international arbitration, established by the Hague Convention of 1899, was considered. In the matter of naval warfare the Conference adopted a Convention for the institution of an International Prize Court of Appeal, to be composed of fifteen Judges appointed by the signatory Powers. Appeals may be made to the International Court from the national Prize Courts, which have dealt with the cases in the first instance. The Convention when ratified by

the Powers, is to remain in force for twelve years. Its seventh article provides that in the absence of treaty stipulations operative between the parties to a suit, "the Court shall apply the rules of international law. If no generally recognised rule exists, the Court shall give "judgment in accordance with the general principles of justice and equity. "In order to determine in common what are the generally recognised rules of international law, within the meaning of Article 7, the British Government invited nine other powers to meet them in a Naval Conference, which was held in London from December 1908 to February 1909.

4. The questions which were submitted for the consideration of this Conference were the following:—

(*a*) Contraband, including the circumstances under which particular articles can be considered as contraband; the penalties for their carriage; the immunity of a ship from search when under convoy; and the rules with regard to compensation where vessels have been seized but have been found in fact only to be carrying innocent cargo;

(*b*) Blockade, including the questions as to the locality where seizure can be effected and the notice that is necessary before a ship can be seized;

(*c*) The doctrine of continuous voyage in respect both of contraband and of blockade;

(*d*) The legality of the destruction of neutral vessels prior to their condemnation by a Prize Court;

(*e*) The rules as to neutral ships or persons rendering "unneutral service" ("*assistance hostile*");

(*f*) The legality of the conversion of a merchant-vessel into a war-ship on the high seas;

(*g*) The rules as to the transfer of merchant-vessels from a belligerent to a neutral flag during or in contemplation of hostilities;

(*h*) The question whether the nationality or the domicile of the owner should be adopted as the dominant factor in deciding whether property is enemy property.

5. The proceedings of the Conference, together with the relative correspondence and documents, were published on the 20th March 1909. The Conference came to an agreement on nearly all the points specified above, and drew up a declaration giving effect to that agreement. This declaration is now known as the Declaration of London. It has not been yet ratified by the British Government; and, as is stated in the letter from the Navy League, it will be discussed—before ratification—by the Imperial Conference, which is to meet in London in May of the current year. At this point it should be noted that H. M.'s Government have not yet ratified the Hague Prize Court Convention, referred to in paragraph 3 above. A project of legislation, designed *inter alia* to bring the naval prize law of Great Britain into agreement with the principles enunciated in the Declaration of London, is now before the British Parliament and is known as the Naval Prize Bill. And His Majesty's Government have intimated that they will not gratify the Prize Court Convention, until this Bill has been passed by Parliament.

6. The Declaration of London has evoked much hostile criticism, from both public bodies and private individuals in the United Kingdom. The London Chamber of Commerce appointed a Special Committee to consider it, and on the 14th November 1910, adopted the Committee's report. A summary of this report—taken from *The Times*—is appended for the information of members. The Glasgow Chamber of Commerce entered a strong protest against the Declaration. The correspondence, which passed between the Glasgow Chamber and the British Foreign Office, is before the Committee, but it is too extensive to be reprinted. It is, however, summarised in the appended extracts from *The Times*. The Liverpool Steamship Owners' Association expressed approval of the Declaration, and their views are set out in the third of the attached extracts. The Navy League (Bristol Branch) have severely criticised the Declaration, and a *resume* of their correspondence with the Foreign Office will be found in the fourth extract. It should be understood that these extracts are quoted merely in order to show the nature of the objections which have been raised to the Declaration. They by no means exhaust the voluminous criticisms which have been passed upon the Declaration, in the two Houses of Parliament, in the public press, and by Chambers of Commerce and other associated bodies.

7. The Committee of this Chamber have examined the Declaration, and also the information which they now submit to members. They are also entering into correspondence with the other Indian Chambers of Commerce on the subject. But they confess that, so far as they are themselves concerned, they are not prepared at the moment to express an opinion either adverse to, or in support of, the Declaration; for they feel that their knowledge of the profoundly difficult questions at issue is insufficient to justify such action on their part. They will, however, be glad to consider and to discuss any points, which members of the Chamber may wish to bring to their notice, either for or against the Declaration. They will similarly give their earnest attention to any comments, or suggestions, or criticisms, which may be made by the other Indian Chambers; and should any action by the commercial community of this country be ultimately deemed to be necessary, they would hope that such may take the shape of a joint representation by the Chambers.

Yours faithfully,

H. M. HAYWOOD,

Secretary.

BOMBAY, 16th March 1911.

From—THE HONORARY JOINT SECRETARY, NAVY LEAGUE, BOMBAY BRANCH.

To—THE SECRETARY, BENGAL CHAMBER OF COMMERCE.

I am directed by my Committee to draw the attention of your Chamber to the important subject of the Declaration of London, and the Naval Prize Bill, in case these matters have not already been under their consideration.

The very great importance of a full and early consideration of these subjects, to all members of the mercantile community throughout the Empire, is self-evident.

In Naval and Mercantile Circles, in the United Kingdom, they are attracting most earnest attention and discussion of them is universal throughout the great self-governing Colonies, amongst all those either directly interested in Commerce, or alive to the permanent necessity to the Empire of the command of the sea in time of war.

It is in India only that the subject seems hitherto to have attracted little attention, notwithstanding the immensity of this country's interests concerned. A few newspaper articles have appeared, but there has as yet been no sign, visible to the public eye, of the great commercial bodies, whose interests are so deeply involved, having seriously turned their attention to the consideration of matters so vital to trade, as the Declaration of London and its sequelæ. They may have been privately discussed by firms and Committees of mercantile bodies, but we have not anywhere seen the results of such discussions made public, and there is at least one very important Chamber of Commerce in whose Council room they had not been debated upon, up to a very few days ago.

It is under these circumstances that my Committee feels called upon to address you.

They do not consider it their duty to express an opinion upon the merits or demerits of the Declaration, but they urge strongly that it is a question which should be debated very earnestly by the Mercantile Community and without loss of time.

The following quotation, from an article on the subject in a recent number of "The Economist," supports (if support be necessary) this contention :—

"It becomes therefore important for those interested in shipping, to make up their minds whether the Declaration is acceptable in its present shape and, if not what amendments should be pressed."

The Executive Committee of the Navy League in London hold strongly to the view that no action should be taken by Government in the matter without the definite concurrence of the Governments of the Dominions beyond the seas; and the Home Government have now agreed to defer ratification until after the Imperial Conference. My Committee, representing the Navy League in this country, hold that the voice of Commercial India should be heard authoritatively through the Government of this country, in the discussion of the subject at the Imperial Conference, which is to meet in London in the end of May.

It has not yet been decided whether India will be directly represented at the Conference or not, but at all events, a representation

of the India Office will attend with a watching brief on behalf of this country.

If the Chambers of Commerce throughout India submit their views to the Department of Commerce and Industry to be forwarded to the Secretary of State, they will doubtless be of great help to the Government of India, in deciding what course to recommend for the benefit of the carrying trade of this country over the sea; but the time for deliberation is now very short and my Committee, therefore, is of opinion that the matter is one of great urgency, as India should not be the only inarticulate one amongst the great Dependencies of the Crown, at the discussion of a subject so very vital to her Commerce and to the Empire of which she forms so important a part.

It would be most desirable also, in order to ensure the receipt in good time by those responsible for the conduct of business at the Imperial Conference, of the views of commercial bodies in India, for you to send direct to the Secretaries of the Conference in London a copy of any resolutions which your Chamber or its Executive, may pass relating to the Declaration of London, or the Naval Prize Bill—and my Committee would esteem it a favour to be furnished with similar copies for the information of the Head Office of the Navy League in London.

TEXT OF THE DECLARATION OF LONDON.

His Majesty the German Emperor, King of Prussia; the President of the United States of America; His Majesty the Emperor of Austria, King of Bohemia, &c., and Apostolic King of Hungary; His Majesty the King of Spain; the President of the French Republic; His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India; His Majesty the King of Italy; His Majesty the Emperor of Japan; Her Majesty the Queen of the Netherlands; His Majesty the Emperor of all the Russias.

Having regard to the terms in which the British Government invited various Powers to meet in conference in order to arrive at an agreement as to what are the generally recognised rules of inter-

national law within the meaning of Article 7 of the Convention of 18th October, 1907, relative to the establishment of an International Prize Court ;

Recognizing all the advantages which an agreement as to the said rules would, in the unfortunate event of a naval war, present both as regards peaceful commerce and as regards the belligerents and their diplomatic relations with neutral Governments ;

Having regard to the divergence often found in the methods by which it is sought to apply in practice the general principles of international law ;

Animated by the desire to ensure henceforward a greater measure of uniformity in this respect.

Hoping that a work so important to the common welfare will meet with general approval.

Have appointed as their Plenipotentiaries, that is to say :—

His Majesty the German Emperor, King of Prussia :—

M. Kriege, Privy Councillor of Legation and Legal Adviser to the Department for Foreign Affairs, Member of the Permanent Court of Arbitration.

The President of the United States of America :—

Rear-Admiral Charles H. Stockton, retired ;

Mr. George Grafton Wilson, Professor at Brown University and Lecturer on International Law at the Naval War College and at Harvard University.

His Majesty the Emperor of Austria, King of Bohemia, &c., and Apostolic King of Hungary :—

His Excellency M. Constantin Theodore Dumba, Privy Councillor of His Imperial and Royal Apostolic Majesty, Envoy Extraordinary and Minister Plenipotentiary.

His Majesty the King of Spain :—

M. Gabriel Mauray Gamazo, Count de la Mortera, Member of Parliament.

The President of the French Republic :—

M. Louis Benault, Professor of the Faculty of Law at Paris, Honorary Minister Plenipotentiary, Legal Adviser to the Ministry of Foreign Affairs, Member of the Institute of France, Member of the Permanent Court of Arbitration.

His Majesty the King of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, Emperor of India :—

The Earl of Desart, K.C.B., King's Proctor.

His Majesty the King of Italy :—

M. Guido Fusinato, Councillor of State, Member of Parliament, *ex*-Minister of Public Instruction, Member of the Permanent Court of Arbitration.

His Majesty the Emperor of Japan :—

Baron Toshiatsu Sakamoto, Vice-Admiral, Head of Department of Naval Instruction.

M. Enjiro Yamaza, Councillor of the Imperial Embassy at London.

Her Majesty the Queen of the Netherlands :—

His Excellency Jonkheer J. A. Roell, Aide-de-Camp to Her Majesty the Queen in Extraordinary Service, Vice-Admiral retired, *ex*-Minister of Marine.

Jonkheer L. H. Ruyssenaers, Envoy Extraordinary and Minister Plenipotentiary, *ex*-Secretary-General of the Permanent Court of Arbitration.

His Majesty the Emperor of all the Russias :—

Baron Taube, Doctor of Laws, Councillor to the Imperial Ministry of Foreign Affairs, Professor of International Law at the University of St. Petersburgh.

Who, after having communicated their full powers, found to be in good and due form, have agreed to make the present Declaration.

PRELIMINARY PROVISION.

The Signatory Powers are agreed that the rules contained in the following chapters correspond in substance with the generally recognized principles of international law.

CHAPTER 1.

BLOCKADE IN TIME OF WAR.

Article 1.—A blockade must not extend beyond the ports and coasts belonging to or occupied by the enemy.

Article 2.—In accordance with the Declaration of Paris of 1856, a blockade, in order to be binding, must be effective—that is to say, it must be maintained by a force sufficient really to prevent access to the enemy's coast line.

Article 3.—The question whether a blockade is effective is a question of effect.

Article 4.—A blockade is not regarded as raised if the blockading force is temporarily withdrawn on account of stress of weather.

Article 5.—A blockade must be applied impartially to the ships of all nations.

Article 6.—The commander of a blockading force may give permission to a warship to enter, and subsequently to leave, a blockaded port.

Article 7.—In circumstances of distress, acknowledged by an officer of the blockading force, a neutral vessel may enter a place under blockade and subsequently leave it, provided that she has neither discharged nor shipped any cargo there.

Article 8.—A blockade, in order to be binding, must be declared in accordance with Article 9, and notified in accordance with Articles 11 and 16.

Article 9.—A declaration of blockade is made either by the blockading Power or by the naval authorities acting in its name.

It specifies—

(1) The date when the blockade begins.

(2) The geographical limits of the coast line under blockade.

(3) The period within which neutral vessels may come out.

Article 10.—If the operations of the blockading Power, or of the naval authorities acting in its name, do not tally with the particulars which, in accordance with Article 9 (1) and (2), must be inserted in the declaration of blockade, the declaration is void, and a new declaration is necessary in order to make the blockade operative.

Article 11.—A declaration of blockade is notified—

(1) To neutral Powers by the blockading Power by means of a communication addressed to the Governments direct or to their representatives accredited to it.

(2) To the local authorities, by the officer commanding the blockading force. The local authorities will, in turn, inform the foreign Consular officers at the port or on the coast line under blockade as soon as possible.

Article 12.—The rules as to declaration and notification of blockade apply to cases where the limits of a blockade are extended, or where a blockade is re-established after having been raised.

Article 13.—The voluntary raising of a blockade, as also any restriction in the limits of a blockade, must be notified in the manner prescribed by Article 11.

Article 14.—The liability of a neutral vessel to capture for breach of blockade is contingent on her knowledge, actual or presumptive, of the blockade.

Article 15.—Failing proof to the contrary, knowledge of the blockade is presumed if the vessel left a neutral port subsequently to the notification of the blockade to the Power to which such port belongs, provided that such notification was made in sufficient time.

Article 16.—If a vessel approaching a blockaded port has no knowledge, actual or presumptive, of the blockade, the notification must be made to the vessel itself by an officer of one of the ships of the blockading force. This notification should be entered in the vessel's log-book, and must state the day and hour, and the geographical position of the vessel at the time.

If through the negligence of the officer commanding the blockading force, no declaration of blockade has been notified to the local authorities, or, if in the declaration, as notified, no period has been mentioned within which neutral vessels may come out, a neutral vessel coming out of the blockaded port must be allowed to pass free.

Article 17.—Neutral vessels may not be captured for breach of blockade except within the area of operations of the warships detailed to render the blockade effective.

Article 18.—The blockading forces must not bar access to neutral ports or coasts.

Article 19.—Whatever may be the ulterior destination of a vessel or of her cargo, she cannot be captured for breach of blockade if, at the moment, she is on her way to a non-blockaded port.

Article 20.—A vessel which has broken blockade outwards, or which has attempted to break blockade inwards, is liable to capture so long as she is pursued by a ship of the blockading force. If the pursuit is abandoned or if the blockade is raised, her capture can no longer be effected.

Article 21.—A vessel found guilty of breach of blockade is liable to condemnation. The cargo is also condemned, unless it is proved that at the time of the shipment of the goods the shipper neither knew nor could have known of the intention to break the blockade.

CHAPTER II.

CONTRABAND OF WAR.

Article 22.—The following articles may,* without notice, be treated as contraband of war, under the name of absolute contraband:—

(1) Arms of all kinds, including arms for sporting purposes, and their distinctive component parts.

* In view of the difficulty of finding an exact equivalent in English for the expression "de plein droit," it has been decided to translate it by the words "without notice," which represent the meaning attached to it by the draftsman as appears from the General Report.

(2) Projectiles, charges, and cartridges of all kinds, and their distinctive component parts.

(3) Powder and explosives specially prepared for use in war.

(4) Gun-mountings, limber boxes, limbers, military waggons, field forges, and their distinctive component parts.

(5) Clothing and equipment of a distinctively military character.

(6) All kinds of harness of a distinctively military character.

(7) Saddle, draught, and pack animals suitable for use in war.

(8) Articles of camp equipment, and their distinctive component parts.

(9) Armour plates.

(10) Warships, including boats, and their distinctive component parts of such a nature that they can only be used on a vessel of war.

(11) Implements and apparatus designed exclusively for the manufacture of munitions of war, for the manufacture or repair of arms, or war material for use on land or sea.

Article 23.—Articles exclusively used for war may be added to the list of absolute contraband by a declaration, which must be notified.

Such notification must be addressed to the Governments of other Powers, or to their representatives accredited to the Power making the declaration. A notification made after the outbreak of hostilities is addressed only to neutral Powers.

Article 24.—The following articles, susceptible of use in war as well as for purposes of peace, may* without notice be treated as contraband of war, under the name of conditional contraband :—

(1) Foodstuffs.

(2) Forage and grain, suitable for feeding animals.

(3) Clothing, fabrics for clothing, and boots and shoes, suitable for use in war.

* In view of the difficulty of finding an exact equivalent in English for the expression "de plein droit" it has been decided to translate it by the words "without notice," which represent the meaning attached to it by the draftsman as appears from the General Report.

(4) Gold and silver in coin or bullion : paper money.

(5) Vehicles of all kinds available for use in war, and their component parts.

(6) Vessels, craft, and boats of all kinds ; floating docks, parts of docks and their component parts.

(7) Railway material, both fixed and rolling-stock, and material for telegraphs, wireless telegraphs, and telephones.

(8) Balloons and flying machines and their distinctive component parts, together with accessories and articles recognizable as intended for use in connection with balloons and flying machines.

(9) Fuel ; lubricants.

(10) Powder and explosives not specially prepared for use in war.

(11) Barbed wire and implements for fixing and cutting the same.

(12) Horse shoes and shoeing materials.

(13) Harness and saddlery.

(14) Field glasses, telescopes, chronometers, and all kinds of nautical instruments.

Article 25.—Articles susceptible of use in war as well as for purposes of peace, other than those enumerated in Articles 22 and 24, may be added to the list of conditional contraband by a declaration, which must be notified in the manner provided for in the second paragraph of Article 23.

Article 23.—If a Power waives, so far as it is concerned, the right to treat as contraband of war an article comprised in any of the classes enumerated in Articles 22 and 24, such intention shall be announced by a declaration, which must be notified in the manner provided for in the second paragraph of Article 23.

Article 27.—Articles which are not susceptible of use in war may not be declared contraband of war.

Article 28.—The following may not be declared contraband of war :—

(1) Raw cotton, wool, silk, jute, flax, hemp, and other raw materials of the textile industries, and yarns of the same.

(2) Oil seeds and nuts ; copra.

(3) Rubber, resins, gums, and lacs ; hops.

(4) Raw hides and horns, bones, and ivory.

(5) Natural and artificial manures, including nitrates and phosphates for agricultural purposes.

(6) Metallic ores.

(7) Earths, clays, lime, chalk, stone, including marble, bricks, slates, and tiles.

(8) Chinaware and glass.

(9) Paper and paper-making materials.

(10) Soap, paint and colours, including articles exclusively used in their manufacture, and varnish.

(11) Bleaching powder, soda ash, caustic soda, salt cake, ammonia, sulphate of ammonia, and sulphate of copper.

(12) Agricultural, mining, textile, and printing machinery.

(13) Precious and semi-precious stones, pearls, mother-of-pearl and coral.

(14) Clocks and watches, other than chronometers.

(15) Fashion and fancy goods.

(16) Feathers of all kinds, hairs, and bristles.

(17) Articles of household furniture and decoration ; office furniture and requisites.

Article 29.- Likewise the following may not be treated as contraband of war :—

(1) Articles serving exclusively to aid the sick and wounded. They can, however, in case of urgent military necessity and subject to the payment of compensation, be requisitioned, if their destination is that specified in Article 30.

(2) Articles intended for the use of the vessel in which they are found, as well as those intended for the use of her crew and passengers during the voyage.

Article 30.—Absolute contraband is liable to capture if it is shown to be destined to territory belonging to or occupied by the enemy or to the armed forces of the enemy. It is immaterial whether the carriage of the goods is direct or entails transhipment or a subsequent transport by land.

Article 31.—Proof of the destination specified in Article 30 is complete in the following cases:—

(1) When the goods are documented for discharge in an enemy port or for delivery to the armed forces of the enemy.

(2) When the vessel is to call at enemy ports only, or when she is to touch at an enemy port or meet the armed forces of the enemy before reaching the neutral port for which the goods in question are documented.

Article 32.—Where a vessel is carrying absolute contraband, her papers are conclusive proof as to the voyage of which she is engaged, unless she is found clearly out of the course indicated by her papers and unable to give adequate reasons to justify such deviation.

Article 33—Conditional contraband is liable to capture if it is shown to be destined for the use of the armed forces or of a government department of the enemy State, unless in this latter case the circumstances show that the goods cannot in fact be used for the purposes of the war in progress. This latter exception does not apply to a consignment coming under Article 24 (4).

Article 34.—The destination referred to in Article 33 is presumed to exist if the goods are consigned to enemy authorities, or to a contractor established in the enemy country who, as a matter of common knowledge, supplies articles of this kind to the enemy. A similar presumption arises if the goods are consigned to a fortified place belonging to the enemy, or other place serving as a base for the armed forces of the enemy. No such presumption, however, arises in the case of a merchant vessel bound for one of these places if it is sought to prove that she herself is contraband.

In cases when the above presumptions do not arise, the destination is presumed to be innocent.

The presumptions set up by this Article may be rebutted.

Article 35.—Conditional contraband is not liable to capture, except when found on board a vessel bound for territory belonging to or occupied by the enemy, or for the armed forces of the enemy, and when it is not to discharge in an intervening neutral port.

The ship's papers are conclusive proof both as to the voyage on which the vessel is engaged and as to the port of discharge of goods, unless she is found clearly out of the course indicated by her papers, and unable to give adequate reason to justify such deviation.

Article 36.—Notwithstanding the provision of Article 35, conditional contraband, if shown to have the destination referred to in Article 33, is liable to capture in cases where the enemy country has no seaboard.

Article 37.—A vessel carrying goods liable to capture as absolute or conditional contraband may be captured on the high seas or in the territorial waters of the belligerents throughout the whole of her voyage, even if she is to touch at a port of call before reaching the hostile destination.

Article 38.—A vessel may not be captured on the ground that she has carried contraband on a previous occasion if such carriage is in point of fact at an end.

Article 39.—Contraband goods are liable to condemnation.

Article 40.—A vessel carrying contraband may be condemned if the contraband, reckoned either by value, weight, volume, or freight, forms more than half the cargo.

Article 41.—If a vessel carrying contraband is released, she may be condemned to pay the costs and expenses incurred by the captor in respect of the proceedings in the National Prize Court and the custody of the ship and cargo during the proceedings.

Article 42.—Goods which belong to the owner of the contraband and are on board the same vessel are liable to condemnation.

Article 43.—If the vessel is encountered at sea while unaware of the outbreak of hostilities or of the declaration of contraband which applies to her cargo, the contraband cannot be condemned except on payment of compensation: the vessel herself and the remainder of the cargo are not liable to condemnation or to the costs and expenses referred to in Article 41. The same rule applies if the master after becoming aware or the outbreak of hostilities, or of the declaration of contraband, has had no opportunity of discharging the contraband.

A vessel is deemed to be aware of the existence of a state of war or of a declaration of contraband, if she left a neutral port subsequently to the notification to the Power to which such port belongs of the outbreak of hostilities or of the declaration of contraband respectively, provided that such notification was made in sufficient time. A vessel is also deemed to be aware of the existence of a state of war if she left an enemy port after the outbreak of hostilities.

Article 44.—A vessel which has been stopped on the ground that she is carrying contraband, and which is not liable to condemnation on account of the proportion of contraband on board, may, when the circumstances permit, be allowed to continue her voyage if the master is willing to hand over the contraband to the belligerent warship.

The delivery of the contraband must be entered by the captor on the log-book of the vessel stopped, and the master must give the captor duly certified copies of all relevant papers.

The captor is at liberty to destroy the contraband that has been handed over to him under these conditions.

CHAPTER III.

Unneutral Service.

Article 45.—A neutral vessel will be condemned and will, in a general way, receive the same treatment as a neutral vessel liable to condemnation for carriage of contraband:—

(1) If she is on a voyage specially undertaken with a view to the transport of individual passengers who are embodied in the armed forces of the enemy, or with a view to the transmission of intelligence in the interest of the enemy.

(2) If, to the knowledge of either the owner, the charterer, or the master, she is transporting a military detachment of the enemy, or one or more persons who, in the course of the voyage, directly assist the operations of the enemy.

In the cases specified under the above heads, goods belonging to the owner of the vessel are likewise liable to condemnation.

The provisions of the present Article do not apply if the vessel is encountered at sea while unaware of the outbreak of hostilities, or if the master, after becoming aware of the outbreak of hostilities, has had no opportunity of disembarking the passengers. The vessel is deemed to be aware of the existence of a state of war if she left an enemy port subsequently to the outbreak of hostilities, or a neutral port subsequently to the notification of the outbreak of hostilities to the Power to which such port belongs, provided that such notification was made in sufficient time.

Article 46.—A neutral vessel will be condemned and, in a general way, receive the same treatment as would be applicable to her if she were an enemy merchant vessel :

(1) If she takes a direct part in the hostilities.

(2) If she is under the orders or control of an agent placed on board by the enemy Government ;

(3) If she is in the exclusive employment of the enemy Government ;

(4) If she is exclusively engaged at the time either in the transport of enemy troops or in the transmission of intelligence in the interest of the enemy.

In the cases covered by the present Article, goods belonging to the owner of the vessel are likewise liable to condemnation.

Article 47.—Any individual embodied in the armed forces of the enemy who is found on board a neutral merchant vessel may be made a prisoner of war : even though there be no ground for the capture of the vessel.

CHAPTER IV.

Destruction of Neutral Prizes.

Article 48.—A neutral vessel which has been captured may not be destroyed by the captor; she must be taken into such port as is proper for the determination there of all questions concerning the validity of the capture.

Article 49.—As an exception, a neutral vessel which has been captured by a belligerent warship, and which would be liable to condemnation, may be destroyed if the observance of Article 48 would involve danger to the safety of the warship or to the success of the operations in which she is engaged at the time.

Article 50.—Before the vessel is destroyed all persons on board must be placed in safety, and all the ship's papers and other documents which the parties interested consider relevant for the purpose of deciding on the validity of the capture must be taken on board the warship.

Article 51.—A captor who has destroyed a neutral vessel must, prior to any decision respecting the validity of the prize, establish that he only acted in the face of an exceptional necessity of the nature contemplated in Article 49. If he fails to do this, he must compensate the parties interested and no examination shall be made of the question whether the capture was valid or not.

Article 52.—If the capture of a neutral vessel is subsequently held to be invalid, though the act of destruction has been held justifiable, the captor must pay compensation to the parties interested in place of the restitution to which they would have been entitled.

Article 53.—If neutral goods not liable to condemnation have been destroyed with the vessel, the owner of such goods is entitled to compensation.

Article 54.—The captor has the right to demand the handing over, or to proceed himself to the destruction of, any goods liable to condemnation found on board a vessel not herself liable to condemnation provided that the circumstances are such as would, under Article 49, justify the destruction of a vessel herself liable to condemnation. The captor must enter the goods surrendered or destroyed in the log-book of the vessel stopped; and must obtain duly

certified copies of all relevant papers. When the goods have been handed over or destroyed, and the formalities duly carried out, the master must be allowed to continue his voyage.

The provisions of Articles 51 and 52 respecting the obligations of a captor who has destroyed a neutral vessel are applicable.

CHAPTER V.

Transfer to a Neutral Flag.

Article 55.—The transfer of an enemy vessel to a neutral flag, effected before the outbreak of hostilities, is valid, unless it is proved that such transfer was made in order to evade the consequences to which an enemy vessel, as such, is exposed. There is, however, a presumption, if the bill of sale is not on board a vessel which has lost her belligerent nationality less than sixty days before the out break of hostilities, that the transfer is void. This presumption may be rebutted.

Where the transfer was effected more than thirty days before the outbreak of hostilities, there is an absolute presumption that it is valid if it is unconditional, complete, and in conformity with the laws of the countries concerned, and if its effect is such that neither the control of, nor the profits arising from the employment of, the vessel remain in the same hands as before the transfer. If, however, the vessel lost her belligerent nationality less than sixty days before the outbreak of hostilities and if the bill of sale is not on board, the capture of the vessel gives no right to damages.

Article 56.—The transfer of an enemy vessel to a neutral flag, effected after the outbreak of hostilities, is void unless it is proved that such transfer was not made in order to evade the consequences to which an enemy vessel, as such, is exposed.

There, however, is an absolute presumption that a transfer is void—

(1) If the transfer has been made during a voyage or in a blockaded port.

(2) If a right to repurchase or recover the vessel is reserved to the vendor.

(3) If the requirements of the municipal law governing the right to fly the flag under which the vessel is sailing have not been fulfilled.

CHAPTER VI.

Enemy Character.

Article 57.—Subject to the provisions respecting transfer to another flag, the neutral or enemy character of a vessel is determined by the flag which she is entitled to fly.

The case where a neutral vessel is engaged in a trade which is closed in time of peace, remains outside the scope of, and is in no wise affected by, this rule.

Article 58.—The neutral or enemy character of goods found on board an enemy vessel is determined by the neutral or enemy character of the owner.

Article 59.—In the absence of proof of the neutral character of goods found on board an enemy vessel, they are presumed to be enemy goods.

Article 60.—Enemy goods on Board an enemy vessel retain their enemy character until they reach their destination, notwithstanding any transfer effected after the outbreak of hostilities while the goods are being forwarded.

If, however, prior to the capture, a former neutral owner exercises on the bankruptcy of an existing enemy owner, a recognized legal right to recover the goods, they regain their neutral character.

CHAPTER VII.

Convoy.

Article 61.—Neutral vessels under national convoy are exempt from search. The commander of a convoy gives, in writing, at the request of the commander of a belligerent warship, all information as to the character of the vessels and their cargoes, which could be obtained by search.

Article 62.—If the commander of the belligerent warship has reason to suspect that the confidence of the commander of the convoy has been abused, he communicates his suspicions to him. In such a case it is for the commander of the convoy alone to investigate the matter. He must record the result of such investigation in a report, of which a copy is handed to the officer of the warship. If, in the opinion of the commander of the convoy, the facts shown in the report justify the capture of one or more vessels, the protection of the convoy must be withdrawn from such vessels.

CHAPTER VIII.

Resistance to Search.

Article 63.—Forcible resistance to the legitimate exercise of the right of stoppage, search and capture, involves in all cases the condemnation of the vessel. The cargo is liable to the same treatment as the cargo of an enemy vessel. Goods belonging to the master or owner of the vessel are treated as enemy goods.

CHAPTER IX.

Compensation.

Article 64.—If the capture of a vessel or of goods is not upheld by the prize court, or if the prize is released without any judgment being given, the parties interested have the right to compensation, unless there were good reasons for capturing the vessel or goods.

FINAL PROVISIONS.

Article 65.—The provisions of the present Declaration must be treated as a whole, and cannot be separated.

Article 66.—The Signatory Powers undertake to insure the mutual observance of the rules contained in the present Declaration in any war in which all the belligerents are parties thereto. They will therefore issue the necessary instructions to their authorities and to their armed forces, and will take such measures as may be required in order to insure that it will be applied by their courts, and more particularly by their prize courts.

Article 67.—The present Declaration shall be ratified as soon as possible.

The ratification shall be deposited in London.

The first deposit of ratifications shall be recorded in a Protocol signed by the Representatives of the Powers taking part therein, and by his Britannic Majesty's Principal Secretary of State for Foreign Affairs.

The subsequent deposits of ratifications shall be made by means of written notification addressed to the British Government, and accompanied by the instrument of ratification.

A duly certified copy of the Protocol relating to the first deposit of ratifications, and of the notifications mentioned in the preceding paragraph as well as of the instruments of ratification which accompany them, shall be immediately sent by the British Government, through the diplomatic channel, to the Signatory Powers. The said Government shall in the cases contemplated in the preceding paragraph, inform them at the same time of the date on which it received the notification.

Article 68.—The present Declaration shall take effect, in the case of the Powers which were parties to the first deposit of ratification, sixty days after the date of the Protocol recording such deposit, and, in the case of the Powers which shall ratify subsequently, sixty days after the notification of their ratification shall have been received by the British Government.

Article 69.—In the event of one of the Signatory Powers wishing to denounce the present Declaration, such denunciation can only be made to take effect at the end of a period of twelve years, beginning sixty days after the first deposit of ratifications, and after that time at the end of successive periods of six years, of which the first will begin at the end of the period of twelve years.

Such denunciation must be notified in writing, at least one year in advance, to the British Government which shall inform all the other Powers.

It will only operate in respect of the denouncing Power.

Article 70.—The Powers represented at the London Naval Conference attach particular importance to the general recognition of the rules which they have adopted, and therefore express the hope that the Powers which were not represented there will accede to the present Declaration. They request the British Government to invite them to do so.

A power which desires to accede shall notify its intention in writing to the British Government, and transmit simultaneously the act of accession, which will be deposited in the archives of the said Government.

The said Government shall forthwith transmit to all the other Powers a duly certified copy of the notification, together with the act of accession, and communicate the date on which such notification was received. The accession takes effect sixty days after such date.

In respect of all matters concerning this Declaration, Acceding Powers shall be on the same footing as the Signatory Powers.

Article 71.—The present Declaration, which bears the date of the 26th February, 1909, may be signed in London up till the 30th June 1909, by the Plenipotentiaries of the Powers represented at the Naval Conference.

In faith whereof the Plenipotentiaries have signed the present Declaration, and have thereto affixed their seals.

Done at London, the twenty-sixth day of February, one thousand nine hundred and nine, in a single original, which shall remain deposited in the archives of the British Government and of which duly certified copies shall be sent through the diplomatic channel to the Powers represented at the Naval Conference.

Extract, page 12 *from "The Times" of* 15*th November* 1910.

THE DECLARATION OF LONDON.

REPORT OF THE LONDON CHAMBER OF COMMERCE.

A special meeting of the Council of the London Chamber of Commerce was held yesterday, Mr. Stanley Machin, presiding. The following account of the proceedings has been supplied to us:—

The President (Lord Desborough) presented, and the Council adopted, the Report of the Special Committee appointed to consider

the Declaration of London and to advise as to what "Parliamentary or other action is desirable in this matter." The Committee, which has had numerous sittings, consisted of leading commercial, mercantile, shipping and insurance representatives.

The Committee, in their report, call attention to certain important considerations which have weighed with them in the course of their inquiry. They consider that the Declaration of London appears to have been framed without sufficient regard to the fundamental difference between the situation of Great Britain (an island without neutral ports to fall back upon) which has to import most of its food supplies by sea, and that of Continental countries (connected with various neutral ports) which are largely self-supporting. The Committee are of opinion that the Declaration would impair the nation's strength in the time of war, as it permits, in effect, the capture and even destruction of all foodstuffs shipped in neutral vessels to any port in Great Britain. By thus gravely imperilling our neutral food supplies in time of war, the effect of the Declaration may, in the Committee's opinion, be a very serious increase in the cost of food with dangerous consequences. Moreover, the Declaration threatens a partial, if not total, deprivation of such neutral supplies, as neutral carriers will be unwilling to expose their property to the risk of capture and destruction by supplying food to Great Britain when shipments to neutral Continental ports will involve no risk at all; while neutrals would be deprived of any right of protest against such destruction if carried out in the form prescribed by the Declaration.

Recommendations.

After discussing the questions of the destruction of neutral prizes and of the conversion of merchant vessels into commerce destroyers, the Committee conclude as follows:—

> "Your Committee have considered the question mainly from the commercial and national standpoint, and they have, almost unanimously, come to the conclusion to recommend that the Declaration of London should not be ratified in its present form, or be made effective by the passing of the Naval Prize Bill now before Parliament.

"Your Committee submit this recommendation for the following amongst other reasons:—

"(*a*) That the effect of the Declaration is to alter the Law of Nations as hitherto maintained in a manner entirely unprecedented, and to expose to capture or deliberate destruction of food supplies borne to any port of Great Britain in neutral vessels.

"(*b*) That the absence of any provision in the Declaration for preventing the conversion of merchant vessels into commerce destroyers on the high seas constitutes a valid reason for praying His Majesty's Government to decline to ratify the Declaration, or to proceed with the Naval Prize Bill.

"(*c*) That the admission of the principle of destruction of neutral prizes would be in the highest degree prejudicial to the interests of this country.

"Your Committee therefore recommend that in view of these conclusions the Council should make the strongest representations to the Secretary of State."

Extract, page 9, from "The Times" of 18th November 1910.

THE GLASGOW CHAMBER OF COMMERCE AND THE FOREIGN OFFICE.

We have received from the Glasgow Chamber of Commerce copies of an important correspondence, which has passed between the Chamber and the Foreign Office on the subject of the Declaration of London. The Correspondence was opened by the Chamber on August 10th with a letter in which it drew special attention to the provision of the Declaration with regard to contraband of war destruction of neutral prizes, and unneutral service. It also commented unfavourably upon the omission from the Declaration of any agreement as regards the conversion of merchant vessels into men-of-war on the high seas. It, therefore, prayed, first, that the Declaration should not be approved unless with the addition of an agreement regarding the conversion of merchant vessels and the exception of the provisions already named; and, secondly, that the provisions of the Declaration, as finally adjusted, should be submitted to Par-

liament in order that an Act of Parliament might be passed, since the Royal prerogative had never in practice been used for the purpose of introducing substantive alterations into the law applied by British Courts of law.

Reply of the Foreign Office.

In its reply, dated October 13th, the Foreign Office goes at length into the point raised by the Chamber. It deals especially with the Interpretation to be placed on Articles 33 and 34 of the Declaration and points out that in several respects the considerations urged by the Chamber conflict directly with those put forward in a recent pamphlet, issued by the Liverpool Steamship Owners' Association. It observes, as regards the conversion of merchant vessels, that the division of opinion between the Powers represented at the Conference was on that subject so decided that it was not possible to state even in the shape of a basis of discussion, an underlying general principle commonly accepted. In these circumstances, it considers that the course adopted by this country—namely, refusal to admit the right claimed, the question thus remaining an open one—was the best which could be followed. It adds, with regard to ratification of the Declaration, that Sir Edward Grey has already given an undertaking in the House of Commons that "both Houses of Parliament will have an opportunity of fully discussing the provisions of the Declaration before His Majesty is advised to ratify it."

The Chamber's Rejoinder.

In a further memorandum, dated November 14th, Chamber of Commerce forwards a closely reasoned reply to the arguments advanced by the Foreign Office, particularly as regards the extension under the Declaration of the definition of destination as determining the character of conditional contraband, and as regards the clauses governing the destruction of neutral prizes. It observes that Sir Edward Grey's undertaking to the House of Commons evidently does not contemplate the full submission of the Declaration to Parliament. Since the Declaration would by ratification be made binding on all British Prize Courts, it protests against its ratification otherwise than by Act of Parliament, as "beyond the province of the Royal Prerogative." It adds that the Directors of the Chamber have again considered the arguments adduced by the Liverpool Steamship Association, and see no reason to modify their previous conclusions.

Extract, page 14, from "The Times" of 22nd November 1910.

OPINION IN LIVERPOOL.

The Liverpool Steamship Owners' Association have considered the grounds urged against the adoption of the Declaration of London both by those whose opposition is based on the ground that its provisions are an abandonment of rights of belligerents in favour of neutrals, and those whose opposition is based on the ground that its provisions are a sacrifice of rights of neutrals to belligerents. Being of opinion that the adoption of the Declaration will facilitate and not prejudice the carriage of foodstuffs for this country in neutral shipping in time of war, the Association yesterday re-affirmed the following resolution passed in April last year:—

> That the rules adopted by the International Naval Conference "should prove of advantage to neutral shipping in the presence "of naval warfare in so far as while fully upholding the rights "of belligerents, they establish a code to take the place of more "or less indefinite usages which have hitherto given rise to so "much doubt and controversy."

A meeting of the Liverpool Chamber of Commerce was also held yesterday to discuss further the Declaration of London, in support of which a resolution had been moved at the previous meeting.

An amendment was carried by 15 votes to 5 against ratifying the Declaration without safeguarding the food supplies of the United Kingdom from without in the event of war, and amending it in regard to the treatment of the ships and cargoes of neutral Powers in case of war. The amendment also urged that provisions should be introduced into the treaty regulating the conversion of merchant vessels into vessels of war.

Extract, page 6, from "The Times" of Saturday, 3rd December 1910.

A Parliamentary Paper (Cd. 5418), containing correspondence respecting the Declaration of London, was issued last night. It embraces communications which have passed between the Foreign Office on the one hand, and the Glasgow, Edinburgh, and Belfast Chambers of Commerce, the Leith Shipowners' Society, and the Navy League on the other.

To the correspondence with the Glasgow Chamber of Commerce which was summarized in *The Times* of November 18th, there is added the final reply of the Foreign Office, dealing at length with the arguments raised concerning contraband, the sinking of neutral prizes and unneutral service and adding in reference to the request for the full submission of the Declaration to Parliament, that while its ratification by Parliament is out of the question, Ministers, of course, "would not advise His Majesty to ratify a treaty to which Parliamentary approval had been expressly refused." In its reply to the Edinburgh Chamber of Commerce, which raised practically the same points as the Glasgow Chamber, the Foreign Office invites attention to the improvement in the present state of things which will be effected by the Declaration:—

A.—(*i*) At the present moment, neutral merchant vessels are in practice liable to be sunk unconditionally by a belligerent ship-of-war.

(*ii*) Instances have occurred in recent years in which a powerful belligerent has, with the approval of other Great Powers, declared food supplies to be absolute contraband, and such instances may under present conditions occur again at any moment in time of war.

(*iii*) At present a neutral has no redress against such acts except recourse to the Prize Courts of the belligerent State that has claimed and exercised the rights called in question. From those Prize Courts there is no appeal, and, even if there were an appeal to The Hague Tribunal, the discussions at the second Peace Conference in 1907 have shown it to be very doubtful whether, failing some such conventional stipulations as have since been embodied in the Declaration of London, any redress would be obtained.

B.—If the Declaration of London is ratified, all this will be changed:—

(*i*) Neutral vessels may no longer be sunk except under the stringent and carefully guarded conditions laid down.

(*ii*) Food supplies can never again be declared absolute contraband.

(*iii*) Should these rules not be properly observed by a belligerent, or should they be harshly interpreted by his national Prize Courts, an appeal is provided to an International Court which can be trusted to give redress.

The most interesting letter, however, is that addressed by the Foreign Office to the Navy League (Bristol branch), which had submitted a memorandum declaring that "the Declaration of London strikes a direct blow at the cardinal principles of Great Britain's maritime power." Quoting each of the several points urged in the memorandum, Sir Edward Grey adds his own comments, as follows :—

(*i*) "It (*i.e.* the Declaration) sets forth that enemies' goods of all kinds shall go free under the neutral flag."

This is an error. The Declaration of London nowhere sets forth any such rule.

(*ii*) " * * * but that food-stuffs and fuel shall be declared contraband."

This is misleading. Food-stuffs and naval stores (which include fuel) have always been liable to be treated as contraband. What the Declaration of London does is explicitly to restrict the contraband character of those articles to the case of consignments destined for the armed forces or a Government Department of the enemy. It puts an end to the practice, hitherto claimed by several important Naval Powers to be a legitimate mode of warfare of treating as contraband food-stuffs and fuel destined for the ordinary civil population of the enemy State. This is not a loss, but a gain.

(*iii*) "Whilst enemies' cruisers can search, sink, and destroy our vessels, we should be precluded from interference with those bound for a neutral port."

This is inaccurate and misleading. The Declaration neither mentions nor affects the right to search, sink or destroy enemy merchant vessels (which include "our" vessels when Great Britain is at war.) That right is enjoyed by all belligerents equally, under the existing law of nations. The Declaration does not preclude British ships of war, when belligerent, from interfering with merchant vessels going to a neutral port. If these are enemy vessels they may

be captured or sunk as heretofore. If being neutral they carry absolute contraband or render unneutral service, or resist search, the Declaration authorises their capture, and in certain circumstances, their destruction. It is only conditional contraband on board such neutral vessels that it is under the Declaration expressly made immune from capture, and then only if the vessel is not found out of her course, as indicated by her papers, and provided those papers are not found to be false. In practice, this restricted immunity is already assured, for the reason that it is recognized to be, as a general rule, impossible, if the most elementary safeguards are adopted by shippers, to prove that goods on board a neutral vessel for a neutral port, which may be suspected of being conditional contraband, are in fact destined for the armed forces of the enemy. This it would be necessary to prove in order to render them liable to capture. The rule embodied in article 35 of the Declaration does not, accordingly, constitute any real curtailment of the belligerent right of capture.

(*iv*) "There is to be an International Court of Jurists drawn principally from the smaller States, such as Colombia, Paraguay, Persia, Roumania, Hayti, &c.

This is an error. The Judges of the International Prize Court are not to be drawn principally from the smaller States. The exact contrary is the case it being specially provided in the convention that the Judges appointed by the Principal Naval Powers shall form a permanent majority in the tribunal, whilst the Judges nominated by the other Powers sit only in rotation, their functions extending over periods aproximately proportionate to the importance of the maritime interest of the respective countries. Thus, the Roumanian Judge sits for only two years out of every six; the Colombian and Persian Judges sit for one year out of every six; whilst Hayti and Paraguay do not nominate Judges at all, but only Assistant Judges whose opportunity of sitting in the tribunal is, apart from cases arising when their own countries are belligerents, restricted to the event of the Venezuelan or one of the Argentine Judges being incapacitated from attending.

(*v*) (The International Prize Court is) "to adjudicate on all naval captures."

This is an error. The jurisdiction of the Court will not extend to all captures. It is limited to the adjudication of cases affecting the

property of neutrals, cargo on board neutral ships and the restricted class of other cases specified in article 3 of the Prize Court Convention.

(*vi*) "The International Prize Court is free to make its own rules and law."

This is misleading. The International Court administers the existing law of nations. It has no power to alter that law, nor to "make its own laws," except in the sense that, like the British Prize Courts, it must decide in accordance with general principles any cases arising which are not actually covered by conventional stipulations or the generally recognized rules of international law. It is the very object and the effect of the Declaration of London to provide as far as possible for all the cases in regard to which doubts have hitherto existed as to what are the rules of international law applicable.

Every Court must have power to make rules and orders for the proper organization of its clerical and other formal work. Such powers are conferred upon the International Prize Court under article 49 of the convention. But if the words (the Court) "is free to make its own rules and laws" are meant to imply, as they seem to suggest, that there are no fixed and known rules of procedure by which the Court is bound, they convey an erroneous impression. For precise and detailed rules of procedure are actually embodied in the articles of the convention.

No. 316 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 13th April 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,

Calcutta.

DEAR SIR,—I am directed to ackowledge with thanks your letter No. 670, dated the 5th instant, together with six copies of a circular referring to the Declaration of London.

In reply I am to say that the whole question is under consideration in Bombay, and so far as can be ascertained at present our position is somewhat similar to that detailed in para. 7 of your circular No. 129.

Endeavours however are being made to arrive at some definite conclusions, and these will be communicated to you as early as possible. My Committee agrees with you that if a representation is to be made, it should be a joint one by all the Indian Chambers.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 389 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 4th May 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

Declaration of London.

DEAR SIR,—With reference to the correspondence ending with my letter No. 316 of the 13th ultimo, I am now directed to advise that this matter has been under consideration by Members of this Chamber, and I attach for the information of your Committee four minutes as follows :—

By Mr. C. H. Armstrong, Chairman of our Chamber.

By Mr. F. T. Rickards, Agent of the G. I. P. Railway.

By Mr. W. C. Symes, Superintendent of the P. & O. S. N. Company.

By Mr. W. M. Ross of Messrs. Ewart Latham and Company.

My Committee in the first instance have come to the conclusion that to the British Empire as a neutral the Declaration is certainly advantageous.

The question as to whether it is also advantageous to Great Britain as a belligerent is somewhat difficult to determine, for, to take one instance only the wording of Articles 33 and 34 is ambiguous and these Clauses are contradictory to Article 35.

There are no definitions on the Declaration and as my Committee have not seen the official report or commentary on the various clauses it is possible that some of its provisions may not be clearly understood. In the absence of the official translation of the "Code

of Law" it might therefore be dangerous to express a decided view But on the whole subject however to such a definition of Articles 33, 34 and 35 that Great Britain would not be unduly prejudiced by her insular and geographical position my Committee are inclined to think from the information now at their disposal that from the point of view of Great Britain as a belligerent the Declaration is also advantageous and might be ratified.—I am, etc.

J. B. LESLIE-ROGERS,
Secretary.

THE DECLARATION OF LONDON.

(Minute by the Chairman.)

This Declaration is an attempt to systematize and to codify for international use the various customs and usages of the chief maritime Powers. It is not by any means a complete code of rules, as on some points agreement was not possible, but a good deal has been attained and we have to consider the question from the points of view of

(1) The British Empire as a neutral.
(2) The British Empire as a belligerent.

2. Do we benefit or are we prejudiced under either or both heads?

3. Claims by *neutrals* will still have to go in the first instance to the Prize Court of the belligerent, but the declaration allows an appeal to the International Court which will not exercise an arbitrary authority but be guided by certain rules (a "Code of Law") laid down against each provision. So far as I understand the position, the Court's real function will be to decide questions of fact and award accordingly under the rules so far as they are applicable.

4. This is undoubtedly a great advantage to neutrals.

5. The Declaration is not ideal but "all the things alleged to be "possible under it can happen now without it and a good many "others in addition which will be barred if the declaration becomes "law."

6. The agreed lists of free goods, conditional contraband, and contraband, are also of great advantage to neutral commerce.

7. To a neutral the advantages appear to be

(1) That cotton and raw materials are free.

(2) That however much we may object to the composition of the International Court it is an Appeal Court from the Prize Court of the belligerent.

(3) That food is "Conditional" and not "Absolute" contraband. (Food will only be contraband if consigned to a military base for the use of an Army.)

If the Declaration is not ratified

(*i*) Cotton will or may be contraband.

(*ii*) There will be no appeal from a Prize Court.

(*iii*) Food will be contraband.

8. As a *belligerent*, to Great Britain as the greatest naval power on earth, perhaps the fewer restrictions the better.

9. But each Nation has already established certain rules or customs of its own and the question is shall we be prejudiced by this attempt to bring these together in the form of a Declaration ?

10. As regards our position before the International Court do we *i. e.*, Great Britain, sacrifice anything which is vital to us in the conduct of a war or with supplying our people with food in that event.

11. To this I can only quote Lord Morley's reply to Lord Selborne,

"In general terms the opinion of the Admiralty is that, in "existing circumstances the effect of the establishment of an "International Court of Appeal and of the Declaration of "London on this country as a belligerent in the conduct of "Naval operations would be small and inconsiderable."

12. Article 34 appears, however, to be loosely worded and it would certainly be well if the expressions used in it were clearly defined.

13. But even putting the most unfavourable construction on this Clause, food being contraband only if consigned to a military base for the use of an Army can be brought without molestation (so

Admiral Slade advises) in neutral vessels to a neighbouring friendly port—say Havre—and so long as we have command of the sea a supply brought in this way would not be difficult to convoy across.

14. The destruction under certain conditions of neutral prizes carrying food to a destination under Articles 33 and 34 has been strongly objected to.

15. The only answer I can give to this is the following quotation :—

> "But then of all the Powers, it is said, Great Britain, Japan, "Spain and Holland alone have refused to recognise this right "of destruction. Russia exercised it during the late war, and "it is probable that despite our protests, it would have been "exercised again in any future one. The rules in the Declara- "tion restrict and modify the right to some extent, and "although again we may condemn on principle this interference "with neutral trade, we can accept these limitations as an "improvement on the present position of "unlimited uncer- "tainty."

16. Subject to a definite understanding as to the meaning of Article 34, the Declaration on the whole has several points in its favour and on balance may be regarded favourably.

My conclusions are:

(1) That to the British Empire as a Neutral the declaration is certainly adventageous.

(2) That to Great Britain as a belligerent Article 34 requires more careful definition and that on most other points it is somewhat difficult for non-expert commercial bodies to express positive views.

C. H. ARMSTRONG.

I have read the Declaration of London and think that in many respects it is a useful code of rules.

2. The expression "enemy port" used in Article 30 and elsewhere, is not defined, nor are there any definitions at all in the Declaration.

3. There are two points upon which it has been criticised *viz.*—

(*a*) Chapter IV, the Destruction of Neutral Prizes,

(*b*) The Rules concerning conditional contraband.

4. As regards (*a*) "A neutral vessel which has been captured by "a belligerent warship and which would be liable to condemnation "may be destroyed if the observance of Article 48" (*viz.*, that she "must be taken to a port) would involve danger to the safety of the "warship or to the success of the operations in which she is engaged "at the time" (Article 49).

This gives a great deal of latitude and discretion to the warship, but, as this power is already claimed by some countries and has been enforced and compensation refused, the provisions of Articles 50-54 under which compensation in certain cases can be claimed, appear to me to place reasonable limitations upon a power which has hitherto been exercised without restrictions.

5. As regards (*b*), the case is very different. Articles 33, 34 and 35 are contradictory :—

"Conditional contraband is liable to capture if it is shown to be "destined for the use of the armed forces or of a Government "department of the enemy state, unless in this latter case the "circumstances show that the goods cannot in fact be used "for the purpose of the war in progress." (Article 33).

6. The result will be that the conditional contraband goods will not be so consigned as to show that they are for the armed forces or for the Government of an enemy State, nor will they be consigned to "enemy authorities" (Article 34), nor to "a contractor "established in the enemy country who as a matter of common know-"ledge supplies articles of this kind to the enemy." (Article 34.) Then follow the words: "In cases where the above presumptions "do not arise the destination is presumed to be innocent."

7. Under these circumstances conditional contraband will be consigned in such a way that the above presumptions will not arise, and Articles 33 and 34 become dead letters. Then follow the words: "the presumption set up in this Article may be rebutted."

8. It is noted that Sir Edward Grey says in regard to these points:—

> 'Food stuffs and naval stores (which include fuel) have always been liable to be treated as contraband. What the Declaration of London does is explicitly to restrict the contraband character of those Articles to the case of consignments destined for the armed forces or a Government Department of the enemy. It put an end to the practice hitherto claimed by several important Naval Powers to be a legitimate mode of warfare, of treating as contraband food stuffs and fuel destined for the ordinary civil population of the enemy State. This is not loss but gain."

9. I assume that Sir Edward Grey relies, for this interpretation, on the words:—

> "In cases where the above presumptions do not arise the destination is presumed to be innocent"

10. But not only is the party that presumes that "the above presumptions do not arise" liable to have his presumption rebutted, but the presumption that "the destination is innocent" is also liable to refutation, as also are all the presumptions in Articles 33 and 34. Articles 33 and 34 therefore provide inexhaustible material for controversy, and meanwhile the vessel in question will probably be sunk.

11. What is the meaning of the words in Article 34:—

"No such presumption however arises in the case of a merchant vessel bound for one of these places if it is sought to prove that she herself is contraband"?

12. But whatever Articles 33 and 34 may be intended to mean, Article 35 makes it quite clear that Sir E. Grey's interpretation is not likely to be generally accepted. Article 35 says:—

> "Conditional contraband is not liable to capture, except when found on board a vessel bound for territory belonging to or occupied by the enemy."

That is to say, that, under Clause 35, if conditional contraband *is* found on board a vessel bound for territory belonging to or occupied by the enemy, it *is liable* to capture, and under this Article not only would conditional contraband bound for any port in Great Britain,

if she was at war, be liable to capture whether it was intended for the civil population or not, but it would be liable to capture if it was bound for any territory occupied by the British such as India, Hongkong, Burma, Andaman Islands, Straits Settlements, and possibly, if temporary occupation is included, the South Pole.

13. The question is a difficult one because the natural circumstances differ. Continental nations and Island nations both have certain advantages as well as disadvantages due to their geographical position, and the question arises whether in an international agreement questions pertaining to the natural geographical features of each country are to be left out of consideration or not. In the Declaration of London they have been omitted from consideration, and the question arises whether the redrafting of clauses 33, 34 and 35 of the Declaration, so as to make clear what Sir E. Grey conceives to be its intention, can be secured.

F. T. RICKARDS.

I agree with the Chairman that we have to consider the Declaration of London from two points, *viz.*:—as a "Neutral" and as a "Belligerent."

As a "Neutral" I incline to the opinion that the code of rules drawn up under the Declaration would be beneficial to our country, in the event of a European War.

From the other point of view, *viz.*, Great Britain as a belligerent, I am not at all sure that the Declaration of London would be the advantage to our country which Admiral Slade and other experts maintain. It is, of course, a very difficult matter for a layman to offer an opinion on matters which are so extremely technical, but at the same time there would appear certain clauses in the Declaration which are not altogether advantageous and clearly defined. There are not any definitions at all in the Declaration. The definitions are in the official report, or commentary, which is not before the Chamber and which has not yet I believe been officially translated into English. In commenting on the Declaration without the Commentary before us, we are working in the dark and may be making incorrect assumptions as to the meaning of clauses in the Declaration. We know for instance that a "place serving as a base for the armed forces of the enemy" is elaborated in the Commentary into "base

of supply" not "base of operations" as it was translated by, I think, our own foreign office.

The present Government state that they have obtained for us "a clearer definition of Contraband," which in our case is of such vital importance. It is true food-stuffs are removed from the "Absolute Contraband" list to the "Conditional Contraband" list, but the conditions under which it will be liable to capture render this concession, if it is one, in my opinion useless. Articles 33 and 34, the latter more particularly, shew that food-stuffs will, when we are belligerent, be liable to capture, "if consigned to a fortified place" belonging to the enemy or other place, serving as a base for the "armed forces of the enemy," and as every port in the United Kingdom may be deemed "a place serving as a base," &c., the importance of this "concession" appears to me very doubtful. However, there is a condition in the following Article No. 35 which in my opinion is very much more severe. This article states, that "Conditional Contraband" is not liable to capture, "Except when found on board a vessel bound for territory belonging to or occupied by the enemy," &c., *i. e.*, that "Conditional Contraband" *is* liable to capture *when* found on board a vessel bound for territory belonging to the enemy. This of course means that every ship bound to any British port, in any part of the World, as Mr. Rickards points out, will be liable to capture by our enemy when conveying food-stuffs.

It seems to me that whatever explanations may be forthcoming with regard to Articles 33 and 34, and there have been a good many, Article 35 is absolutely clear and incontrovertible.

I cannot see that the Declaration of London is going to be such an enormous advantage to Great Britain as a belligerent. Admiral Slade was good enough to explain matters to some of us the other day, but from what I have read before and since, I am not altogether convinced. We are told that the Declaration of London "favors the strong Navy, and consequently ours"; if this is so all well and good, but it will be a matter for Experts to decide, and we must be, I suppose, guided by them though there certainly appear weak spots in the articles forming the proposed code of rules.

The question of food-stuffs to us is of paramount importance, and we must not forget that we are in that respect differently situated to any other country in the World.

As regards the question of a Prize Court, it may be an advantage to have Right of Appeal from the Prize Court of the Captor to an impartial International Court, always providing the latter will be impartial, but this again is a matter on which we should be guided by expert opinion.

My opinion is that if we get one or two of the articles of the Declaration strengthened, or in some way modified, the Declaration of London might then be regarded as a possible advantage to our country, but until this is done, I fear it will be of no very great assistance to us as a belligerent.

W. C. SYMES.

The creation of an International Prize Court and the relative rules of international law formulated by the Declaration of London must be admitted to be a most important step in the progress of international agreement. A severe if not deadly blow would be given to all progress in that direction if after the leading part taken by Great Britain in bringing about the present agreement she were to fail to ratify it in the end. The Declaration should therefore not be condemned unless very strong arguments can be advanced against it. The Declaration is a Compromise and like all Compromises it cannot give complete satisfaction to all the parties to it. It is only to be expected, therefore, that looked at from the British point of view, we find it falls short of our ideal. But the weight of argument seems to be on the side of those who hold that it would not be to the disadvantage of the British Empire to accept those rules so far as they go. An important point which should not be overlooked in this connection is that it is open to individual nations to supplement these rules at any time by special treaty (*vide* Article 7 of the Hague Convention).

To Great Britain as a belligerent it would no doubt be advantageous to have food-stuffs definitely classed as non-contraband, but a general agreement to that effect having proved impossible of attainment it is better that food stuffs should be universally recognized as conditional contraband rather than that they should remain open, as they now are, to be declared absolute contraband at the will of an enemy. Though some competent authorities maintain that the presumptions referred to in article 34 of the Declaration would

orts in Great Britain (as a belligerent) and that therefore *all* food-stuffs going to that country would in fact be, even when carried by neutrals, liable to capture, others and among them the Lord Chancellor do not take that view, and such ports as Bristol and Hull have been mentioned as places to which food-stuffs for the peaceful population could be conveyed by neutrals without liability to seizure. Moreover, it is clear from Article 35 that food intended even for the Country's armed forces could be carried by a neutral without molestation to a port on the Continent, from which (as the Naval Authority quoted by the Chairman in his Minute states) it could without much difficulty be conveyed across, so long as the British Navy maintained command of the Channel.

To Great Britain as a belligerent it is also important that Cotton, which in a recent war was declared to be contraband, and other raw materials of the textile industries and yarns of the same should be classed as non-contraband and so freed from liability to seizure when carried under a neutral flag, thus protecting some of the largest branches of her trade from suspension during the course of a war in which she was engaged.

To Great Britain as a neutral the Declaration should prove of great value, inasmuch as it would substitute for the varying laws of different nations a definite code of rules from which shipowners and merchants could obtain accurate guidance as to the conditions on which they, as neutrals, might carry on commerce with belligerents during a war. Instead of the present divergence of practice as regards blockade and uncertainty as to what may be declared contraband, there would be a clear understanding on these points and an agreed list of "free" goods which includes the principal articles of peaceful commerce.

Further, there would be the right of appeal from the Prize Court of a belligerent to an International Prize Court, whose duty it would be to give judgment in accordance with the terms of the Declaration.

These are some of the considerations which lead one to the conclusion that the Declaration would bring about an improvement in the present state of things and pave the way for a further advance in the direction of international agreement.

I am in favour of our making a representation to the proper quarter in support of the ratification of the Declaration.

W. M. ROSS.

No. 395 of 1911.

CHAMBER OF COMMERCE,

BOMBAY, 5th May 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Karachi.

DEAR SIR,—I am directed by my Committee to forward for your information the attached copy of a letter and its accompaniments addressed to the Bengal Chamber regarding the Declaration of London.

Yours faithfully,

J. B. LESLIE-ROGERS,

Secretary.

Similar letters to :—

The Upper India, Madras, Punjab and Burma Chambers of Commerce.

BURMA CHAMBER OF COMMERCE,

RANGOON, 16th May 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed to acknowledge with thanks receipt of your letter of the 5th instant, with copy of a letter addressed by your Chamber to the Bengal Chamber regarding the Declaration of London.

The Chamber does not propose to take any action in this matter at present.

Yours faithfully,

J. WHITTON,

Secretary.

CHAMBER OF COMMERCE,

KARACHI, 29th May 1911.

The SECRETARY, LONDON CHAMBER OF COMMERCE,
OXFORD COURT, CANNON STREET,
London.

DEAR SIR,—I beg to confirm my cable to you of the 23rd instant as follows:—

"Karachi Chamber Commerce unanimously of opinion Declaration of London should not be ratified in present form."

In coming to this opinion this Chamber has been guided by the conclusions arrived at by the London Chamber of Commerce with which this Chamber finds itself in complete concurrence.—Yours faithfully,

E. L. ROGERS,
Secretary.

Copy forwarded to Secretary, Bombay Chamber of Commerce, with the compliments of the Secretary, Karachi Chamber of Commerce.

No. 979 of 1911.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 30th May 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 389, dated 4th May (with accompaniments), on the subject of the Declaration of London.

2. The Committee of this Chamber are indebted to you for the four notes with which you have been so good as to favour them. They have read these with much interest, and they have also observed that, in the opinion of your Committee, the Declaration might be ratified by H. M.'s Government. They will be glad to know if your Committee consider that any action should be taken by the Indian Chambers in the way of recommending the adoption of this course.

3. The following telegram, dated 24th May 1911, has been received from the Karachi Chamber on the subject, namely :—

> "Reference your letter fifth ultimo. Karachi Chamber of Commerce unanimously of opinion that Declaration of London should not be ratified in its present form have cabled this opinion to London Chamber of Commerce."

4. I am instructed to hand you, for information, a copy of a note on the Declaration by Mr. G. C. Godfrey, the Acting Agent of the Bengal Nagpur Railway Company.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

16th May 1911.

Declaration of London.

The Declaration of London is for the most part declaratory of what is generally laid down as existing law with the distinction that when ratified it will form a complete code of the law of blockade and contraband resting on a treaty basis instead of the law as at present taking its authority for the greater part from the principles evolved out of conflicting customs by theoretical international jurists. This is its chief merit which in itself forms sufficient justification for its ratification.

Turning to details, the two faults which have been generally found with it are—

(1) that it expressly includes food amongst the items of conditional contraband.

(2) that no provision is made for prohibiting the conversion of merchantmen into commerce destroyers on the high seas.

With regard to (1) it is hopeless to suppose that a belligerent nation would consent to the entire exception of food from the contraband list and there seems to be no better alternative than to make it conditional contraband. The objection raised against food being conditional contraband without notice is that Great Britain if at war might be starved by the cutting off of its food supplies coming in

neutral bottoms, but this objection is not sound, because firstly neutral vessels never could supply half the needs of Great Britain while she was at war ; secondly, it is doubtful whether neutral nations would stand the wholesale interference with their vessels by a belligerent who put an unduly liberal interpretation upon " conditional " by saying that all destinations in Great Britain were for the enemy's armed forces ; and thirdly, if Great Britain lost command of the sea to such an extent as to be unable to protect her own merchantmen bringing food to the country it is safe to say that the war would be over. On these grounds therefore Great Britain as a belligerent nation need not take exception to the Declaration.

With Great Britain as a neutral nation the inclusion of food as conditional contraband would of course lay our shipping open to harassment, and as we have more merchant shipping than any other nation we stand to suffer most, but on the other hand, we are at least in as good a position to provide convoys for our shipping as any other nation (*see* Chap : VII Articles 61 and 62).

With regard to the second objection it is not by any means all merchantmen that are adapted to or even capable of conversion into commerce destroyers, but to such an extent as merchantmen are convertible for this purpose Great Britain as a belligerent is in a better position than almost any other nation to take advantage of the tacit permission given, and as a neutral is in an excellent position to provide convoys for protecting its own merchantmen from illegal harassment by such converted commerce destroyers.

With reference to this particular objection Sir Edward Grey put it on record that the opinions of the Conference were so decidedly at variance on the point that no agreement could possibly be arrived at so that the choice lay between the acceptance of the Declaration as it stands, leaving this point unsettled and having no Declaration at all leaving the world in the hopelessly indefinite state that it is at present.

Railway material has now been made conditional contraband but to this no great objection can be taken. With England as a belligerent we in India will run the risk of losing imported railway materials during their outward journey, but this might occur to any of Great Britain's ships or consignments while she was a belligerent. As a

neutral nation English exporters shipping railway materials to a belligerent nation will be liable to have their consignments captured, but no exception can be taken to this, and the only case in which India might suffer with Great Britain as a neutral would be in some such case as a war between Russia and China when a consignment of railway material from America coming *via* the Pacific and booked to call at a Chinese port might be liable to confiscation, but this is a most unlikely case and if the Bill of Lading was in order would not occur.

The Articles regarding the destruction of neutral prizes seem to be fair, and as they stand will certainly not react against Great Britain either as a neutral or a belligerent nation.

The English drafting of the Declaration of London as it stands is the subject under which chiefly objections can be raised to the ratification. Probably this is due to the difficulty of finding proper equivalents for French expressions but, there is no doubt that Articles 33 to 35 require revision. It is quite impossible to make them agree, and unless altered these Articles will in future wars form the subject of endless and complicated arbitrations. It seems extraordinary that the English representative present at the Conference accepted them without some protest. As to the ordinary reader, Article 35 is a direct contradiction of Articles 33 and 34. Under Articles 33 and 34 food for the civil population of a belligerent Nation would not be liable to capture while under Article 35 it would be liable unless it was intended to discharge it at an intervening neutral Port.

G. C. GODFREY.

No. 540 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 15th June 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 979, dated 30th ultimo, and its accompaniment, on the subject of the Declaration of London.

My Committee now suggest that the Government of India should be addressed and requested to convey to the Secretary of State either by cable or letter, the views of the two Chambers as follows: —

"That the Committees of the Bengal and Bombay Chambers of Commerce consider the Declaration of London advantageous to the British Empire as a neutral. The question of Great Britain's position as a belligerent is more difficult to determine in the absence of the rules laid down against each provision, but if the English translation of Articles 33, 34 and 35 correctly expresses the original, Article 35 is confusing when read in conjunction with articles 33 and 34. A careful revision of Articles 33 and 34 seems necessary as also a definite understanding as to the application of Article 34, and if then Great Britain as a belligerent is not unduly prejudiced by her insular and geographical position, the Declaration as a whole may also be considered advantageous."

I may here add, for your information, that a copy of this letter is being sent to the Madras Chamber, together with a copy of your letter under reply, with a request that they will communicate with you direct, if they wish to be included in the representation.

As the debate on the Naval Prize Bill has now begun in Parliament it is considered that the representation to the Government of India should be promptly submitted.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 539 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 15th June 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Madras.

Declaration of London.

DEAR SIR,—I am directed to send herewith a copy of a letter on this subject, which has been addressed to the Bengal Chamber of Commerce by my Committee, together with a copy of a letter and its accompaniment from the Bengal Chamber.

If the proposal of my Committee meets with your approval and you desire to be included in the representation, I am to request that your Chamber will kindly communicate direct with the Bengal Chamber.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

CHAMBER OF COMMERCE,
MADRAS, 28th June 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In reply to your letter of the 15th instant, I beg to inform you that as the members of this Chamber are divided in their opinion regarding the Declaration of London, the Chamber is unable to join in the proposed representation to the Government of India.—I remain, etc.,

H. S. FRASER,
Chairman.
A. E. LAWSON,
Secretary.

No. 1087 of 1911.

PRIVATE ORDINARY TELEGRAM,

Dated Calcutta, the 21st June 1911.

From—Bengal Chamber, Calcutta.

To—Bombay Chamber.

"Declaration of London. Your letter 15th June, Committee have requested Government of India to communicate views which you express to Secretary of State as opinion of Bengal and Bombay Chambers."

No. 1103 of 1911.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 26th June 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

The Declaration of London.

In continuation of my No. 1087, dated 21st June 1911, I am directed to hand you, for information, the accompanying copy of the marginally noted letter in this connection.—Yours, etc.,

No. 1086, dated 21st June from the Bengal Chamber of Commerce to the Government of India, Department of Commerce and Industry.

H. M. HAYWOOD,
Secretary.

No. 1086 of 1911.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 21st June 1911.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—I am directed to address you on the subject of the Declaration of London.

2. On the 5th April 1911, the Committee of the Bengal Chamber of Commerce invited the attention of the other Indian Chambers to the Declaration and solicited an expression of their views upon it. For your information, I enclose herein a copy of the Committee's letter in which the Declaration itself is reprinted. As a result of the discussion which has since taken place, the Committees of the Bengal and the Bombay Chambers have come to the following conclusion regarding the Declaration, namely:—

Circular No. 129, dated 5th April 1911, to all Members of the Bengal Chamber and to other Indian Chambers.

They consider the Declaration of London advantageous to the British Empire as a neutral.

The question of Great Britain's position as a belligerent is more difficult to determine, in the absence of the rules laid down against each provision ; but if the English translation of articles 33, 34 and 35 correctly expresses the original, article 35 is confusing when read in conjunction with articles 33 and 34.

A careful revision of article 35 seems to be necessary, and also a definite understanding as to the application of article 34. If then Great Britain as a belligerent is not unduly prejudiced by her insular and geographical position, the Declaration as a whole may also be considered advantageous.

3. It is known to the two Chambers that the Imperial Conference has already discussed the Declaration ; and it is understood that the Naval Prize Bill is now being debated in Parliament. Perhaps, therefore, the time has gone by when the views of the Chambers can be usefully put forward. But if it is not yet too late, they would be glad if the opinion expressed in the preceeding paragraph could be communicated either by cable, or by letter to the Secretary of State for India, for transmission to His Majesty's Government.—I have, etc.

H. M. HAYWOOD,
Secretary.

No. 575 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 29th June 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge with many thanks the receipt of your telegram of the 21st instant, stating that your Committee had requested the Government of India to communicate to the Secretary of State the views of the two Chambers regarding the Declaration of London.—I am, etc.,

R. E. GERGOR-PEARSE,
Ag. Secretary.

APPENDIX I—1.

PIECE-GOODS LIST.

No. 6898-2.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA.
1, COUNCIL HOUSE STREET,
CALCUTTA, the 22nd November 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In inviting your attention to the correspondence ending with your letter No. 992, dated the 8th December 1910, I have the honour to state that there is now under consideration the revision of the list of Cotton Piece-goods prescribed in the Resolution of the Government of India in the Department of Commerce and Industry No. 9321-9327-139, dated the 22nd December 1910. The Collectors of Customs have no amendments or additions to suggest. If you should have any suggestion to offer with a view to revise the list, I should be obliged if you would favour me with your proposals, at an early date, so as to enable me to send up my recommendations to the Government of India by the 2nd week of December. Should any of the proposals recommend additions to the list I would particularly request that samples and full particulars might be simultaneously furnished. I have, etc.,

E. SEQUEIRA,
Asst. Director of Statistics,
For Dir.-Genl. of Commercial Intelligence.

No. 9321-9327—139.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Customs).

Resolution.

CALCUTTA, the 22nd December 1910.

WITH reference to paragraph 3 of the Resolution in the Department of Commerce and Industry, Nos. 5443-5449—8, dated the 13th July 1906, the Governor General in Council is pleased to prescribe the following revised "List of cotton piece-goods" in supersession of the list appended to the Resolution of that Department, No. 10714-1072-0-122, dated the 19th December 1907.

ORDER—Ordered that a copy of the Resolution be forwarded to the Government of Bombay, Revenue Department / Madras, Revenue Department / Bengal, Financial Department / Burma, Revenue Department / Eastern Bengal and Assam, Financial Department, for information and communication to the Customs authorities and the commercial associations concerned.

Ordered also that a copy be forwarded to the Director-General of Commercial Intelligence for information.

Ordered also that the Resolution be published in the Supplement to the *Gazette of India* for general information.

B. ROBERTSON,
Secretary to the Government of India.

(CUSTOMS CIRCULAR No. VI OF 1910.)

List of Cotton Piece-Goods.

1. Alhambras.
2. Angolas (cotton).
3. Apron cloth (cotton).
4. Batistes (cotton).
5. Beaverteens (cotton).
6. Blankets (cotton).
7. Holland and blind cloth (cotton).
8. Book-binding cloth.
9. Brilliants.
10. Brocades (cotton).
11. Broché.
12. Buckram (cotton).
13. Calicoes.
14. Cambrics, plain, dyed, or printed.
15. Cantoons.
16. Canvas (cotton).
17. Canvas, French elastic (cotton).
18. Casement cloth (ctn.).
19. Cashmeres (cotton).
20. Cellular cloth.
21. Checks, sports and stripes.
22. Chiffons (cotton).
23. Chinese dyed cloths.

24. Chintz (glazed or unglazed).
25. Choonris.
26. Chadars.
27. Chadar-pattas.
28. Coatings (cotton)
29. Corduroy and corded cloth (cotton).
30. Cotton flakes.
31. Counterpanes.
32. Crapes (cotton).
33. Crash (cotton).
34. Crepons (cotton).
35. Cretonnes.
36. Crimps (cotton).
37. Damask, cotton, table.
38. Dawanies.
39. Delaines (cotton).
40. Delametti.
41. Denims.
42. Dhotis.
43. Diagonals (cotton).
44. Diapers (cotton).
45. Dimity.
46. Domestics.
47. Domettes (cotton).
48. Dosooti.
49. Dupettas.
50. Dorias.
51. Dress, plain or printed (cotton).
52. Drills, plain, striped or checked.
53. Duck.
54. Dungari.
55. Dusters (when joined by the warp).
56. Embroidered allovers.
57. Embroidered flounces.
58. Fents (cotton).
59. Finduras.
60. Flannellette (cotton flannel).
61. Galateas.
62. Gambroons.
63. Gauze (cotton).
64. Ghagras (cotton).
65. Ginghams (cotton).
66. Glass cloths (when joined by the warp), (cotton).
67. Grenadines (cotton)
68. Gumchas.
69. Hair-cords.
70. Handkerchiefs (in woven pieces).
71. Harvards.
72. Hollands (cotton).
73. Italians (cotton).
74. Jaconets, plain or bordered.
75 Jeans, plain dyed, or printed
76. Lace curtain cloth.
77. Lace stripes.
78. Lappets.
79. Lastings.
80. Lawns.
81. Lenos.
82. Linenette (cotton.)
83. Linings, plain striped or mercerised.
84. Longcloths.
85. Lungis.
86. Lustres (cotton).
87. Madapollams.
88. Madras cloth.
89. Marcella.
90. Matte shirtings.
91. Matting (cotton).
92. Mattress cloth.
93. Meltons (cotton).
94. Mercerised cloth.
95. Merinos (cotton).
96. Merins.
97. Mexicans.
98. Moleskins (cotton).
99. Molleton cloth.
100. Morias.
101. Moreens (cotton).
102. Mulls, all kinds, plain or bordered.
103. Muslins (cotton), all kinds.
104. Nainsooks.
105. Net (cotton.)
106. Nun's veiling (cotton.)
107. Oatmeal cloth.
108. Penelope canvas.
109. Pillow calico, tubular.
110. Piques.
111. Plushette.
112. Pompadour.
113 Pongees (cotton).
114. Poplinette (cotton).
115. Prayer mats (cotton).
116. Printed crepelle.
117. Prints.
118. Printers (plain and coloured).
119. Putsoes.
120. Quiltings (cotton).
121. Quilts.
122. Radium cloth.
123. Regattas.
124. Rep cloth (cotton).
125. Sail cloth (cotton).
126. Saries.
127. Sarongs.
128. Sateens, plain, dyed or printed.
129. Satinette.
130. Satin Stripes (cotton).
131. Scarves (cotton).
132. Serges (cotton).
133. Shawls (cotton).
134. Sheetings.
135. Shirtings.
136. Silecia.
137. Silkette, "Plain or Striped".
138. Spanish stripes (cotton).
139. Suraline.
140. Sussi cloth.
141. Suitings (cotton).
142. Swansdown calico.
143. Tambours.
144. Tameins (unfinished).
145. Tanjibs.
146. Tapestries (cotton).
147. Tarlatans.
148. T. cloths.
149. Ticking, mattress or blind (cotton).
150. Towels (cotton), in woven pieces and towel cloth including Terry cloth.
151. Trouserings (cotton).

152. Tulle (cotton).
153. Turbans (cotton).
154. Turkey red cloth.
155. Tussor cloth (cotton) and Tussorette.
156. Tweeds (cotton).
157. Twills (cotton), plain, dyed, or printed.
158. Umbrella cloth (cotton)
159. Valencias.
160. Velvets (cotton).
161. Velveteen (cotton).
162. Venetian cloth (cotton)
163. Vestings or waistcoatings (cotton).
164. Voiles (cotton).
165. Wadding.
166. Zephyrs.

No. 974 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 30th November 1911.

F. NOEL PATON, Esq.,
DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,
Calcutta.

SIR,—I have the honour to acknowledge receipt of your letter No. 6898-2, dated 22nd instant, regarding the revision of the list of Cotton Piece-goods, and to inform you in reply that my Committee have no suggestions to offer in this connection.—I have, &c.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX I-2.

TARIFF REVISION.

No. 5846-5847—87.
GOVERNMENT OF INDIA.
DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, the 18th August 1911.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with the letter from this Department, No. 3854-123, dated the 26th May 1910, I am directed to forward, for the information of your Chamber, a copy of a letter addressed to the Bengal Chamber of Commerce, regarding the method of fixing the valuation for tariff purposes of sugar imported into India. It will be seen from this letter that, on reconsideration, the Government of India have decided to fix the tariff valuation of sugar on the average price for the preceding year.—I have, etc.,

"NO. 5841-87, dated the 18th August 1911."

C. J. IRWIN,
Offg. Under-Secy. to the Government of India.

No. 5841—87.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CUSTOMS.

SIMLA, the 18th August 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

SIR,—I am directed to refer to the correspondence ending with Mr. McWatters letter No. 5542—87, dated the 4th August 1910, regarding the method of fixing the valuation for tariff purposes of sugar imported into India.

2. In your letter No. 1194, dated the 1st August 1910, it was represented that, in the opinion of the Bengal Chamber of Commerce, the present system of fixing the tariff valuation of sugar, under which merchants have to make forward contracts in ignorance of the tariff value, was unsatisfactory, and that there was a strong and unanimous feeling among importers that the present system should be changed. The Chamber further observed that, although those interested in the trade as refiners were not in favour of fixing the tariff valuation of sugar for a period of three years, nor for one year on the average of the past three years, there was reason to believe that they would not oppose a valuation calculated on the average price for one year. They accordingly suggested that the orders passed by the Government of India in May 1910, on the representation made by the Karachi Chamber of Commerce on the subject, which was supported by the Bengal and Bombay Chambers of Commerce, should be reconsidered.

3. I am to say that the Government of India have reconsidered the whole question in the light of the views expressed by the Bengal Chamber of Commerce, and they have decided to fix the tariff valuation of sugar on the average price of one year, as suggested by the Chamber. The year for the purposes of the retrospect will run from the 1st October to the 30th September, and the following

method will be adopted for calculating the monthly prices and for communicating to the trade the established monthly rates on which the tariff valuation is to be based :—

(*a*) a statement showing, in respect of each of the descriptions of sugar distinguished in Schedule IV of the Indian Tariff Act, 1894, the total quantity imported during the previous month and the average net price established in accordance with Section 30 of the Sea Customs Act, will be submitted every month by the several Customs Houses to the Director General of Commercial Intelligence ;

(*b*) the Director-General of Commercial Intelligence will combine the figures reported by the several provinces so as to establish, for the stated month and in respect of each of the scheduled descriptions of sugar, a correctly weighted average rate for all India ; and

(*c*) a statement showing, in respect of each of the said descriptions of sugar, the total imports into India in the stated month and the average value per cwt., as calculated on the returns received from the Custom House, will be published in the *Gazette of India* and in the *Indian Trade Journal* for the information of the public ; and in supplementary columns of this statement will be given month by month, a running total showing the total imports into all India since the beginning of the year (1st October to 30th September) and the average net value per cwt. so far established, in order to enable merchants to keep tale of the probable rate of duty for the succeeding year.

4. I am to add that the tariff valuation of sugar for next year will be fixed on the average prices calculated in the manner described above ; and that the necesssary instructions will be issued to the Director-General of Commercial Intelligence to publish, as early as possible, a statement giving the information already available for the current year. The Government of India hope that these arrangements will meet the wishes of the trade.—I have, etc.,

C. J. IRWIN,

Offg. Under Secy. to the Government of India.

No. 745 of 1911.

CHAMBER OF COMMERCE,

BOMBAY, 5th September 1911.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I have the honour to acknowledge with thanks the receipt of your letter No. 5846-5847—87, dated 18th ultimo, and its accompaniment, regarding the method of fixing the valuation, for tariff purposes, of sugar imported into India.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 9234-12.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

CUSTOMS.

NOTIFICATION.

CALCUTTA, the 23rd December 1911.

In exercise of the powers conferred by sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894), Amendment Act, 1896 (III of 1896), and as further altered from time to time by Notifications of the Governor-General in Council, the Governor-General in Council is pleased to fix, with effect from the 1st January 1912, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this Notification shall affect any additional duty imposed under the powers conferred by Sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899), the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), the Indian Tariff (Amendment) Act, 1903 (XII of 1903), and the Indian Tariff (Amendment) Act, 1904 (XI of 1904).

A. C. McWATTERS,
for Secretary to the Government of India.

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	Animals, living.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds...	...	.....	Free.
	Articles of Food and Drink.			
2	COFFEE	cwt.	35 0	Five per cent.
3	FRUITS AND VEGETABLES (except fresh fruits and vegetables not separately enumerated, which are free)—			
	Almonds without shell	,,	65 0	,,
	,, in the shell	,,	18 0	,,
	,, (kágazi)	,,	45 0	,,
	Cashew or cajoo kernels... ...	,,	25 0	,,
	Cocoanuts, Straits	thousand.	65 0	,,
	,, others	,,	55 0	,,
	,, kernel (khopra) ...	cwt.	20 0	,,
	Currants	,,	22 0	,,
	Dates, dry, in bags	,,	7 8	,,
	,, wet ,, baskets and bundles ...	,,	5 0	
	,, ,, in pots, boxes, tins and crates	,,	8 0	,,
	Figs, Persian, dried	,,	9 0	,,
	Garlic	,,	6 0	,,
	Hops	...	...	Free.
	Pistachio nuts	cwt.	45 0	Five per cent.
	Prunes, Bussora (álu-Bokhara)...	...	*ad valorem*	,,
	Raisins, black	...	,,	,,
	,, kishmish, Persian Gulf...	...	,,	,,
	,, Munakka ,, ,, ...	cwt.	10 8	,,
	,, other sorts	...	*ad valorem*	,,
	Walnuts, all descriptions ...	...	,,	,,
	All other sorts of fruits and vegetables	...	,,	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF).—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink —*contd.*			
6	PROVISIONS, OILMAN'S STORES, AND GROCERIES—		Rs. a.	
	Bacon	...	*ad valorem*	Five per cent.
	Beef and Pork	...	,,	,,
	Bèche de mer	...	,,	,,
	Butter	lb.	1 2	,,
	Cassava, Tapioca or Sago ...	cwt.	13 0	,,
	Cheese	...	*ad valorem*	,,
	China preserves in syrup ...	cwt. (nett)	23 0	,,
	,, ,, dry, candied ...	lb.	0 5	,,
	Cocum	cwt.	4 8	,,
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.
	Ghi	cwt.	65 0	,,
	Margarine	...	*ad valorem*	,,
	Pork hams...	...	,,	,,
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	,,
	Vinegar, in casks	..	*ad valorem*	Two and one-half per cent.
	,, not in casks— Persian	...	,,	Five per cent.
	Indian...	...	,,	,,
	All other sorts of provisions, oilman's stores, and groceries ..	...	,,	,,
7	SPICES—			
	Betelnuts, raw, whole, split or sliced, from Goa ...	cwt.	13 8	,,
	,, ,, ,, Straits and Dutch East Indies .	,,	8 0	,,
	Betelnuts, whole, from Ceylon...	,,	11 0	,,
	,, raw, split (sun-dried) from Ceylon ...	,,	18 0	,,
	,, —all other sorts ...	...	*ad valorem*	,,
	Chillies, dry	cwt.	14 0	,,
	Cloves	,,	43 0	,,
	,, stems and heads	,,	10 0	,,
	,, in seeds, narlavang ...	,,	13 0	,,
	Ginger, dry	,,	28 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink— *concld.*		Rs. a.	
	SPICES—*concld.*			
	Mace	lb.	1 10	Five per cent.
	Nutmegs	,,	0 5½	,,
	,, in shell	,,	0 3½	,,
	Pepper, black	cwt.	27 0	,,
	,, white	,,	47 0	,,
	All other sorts of spices	...	*ad valorem*	,,
8	SUGAR, crystallised, beet	cwt.	10 0	,,
	,, ,, and soft, refined in China ...	,,	10 0	,,
	,, ,, ,, ,, from Java, 23 Dutch standard and above.	,,	10 4	,,
	,, ,, ,, ,, from Java, 16 to 22 Dutch standard.	,,	9 4	,,
	,, ,, ,, ,, from Java, 15 Dutch standard and under.	,,	8 8	,,
	,, ,, ,, ,, from Mauritius, equal to 16 Dutch standard and over.	,,	9 12	,,
	Molasses from Java	,,	2 4	,,
	,, ,, other countries ...	,,	3 0	,,
	Sugar, all other sorts, including saccharine produce of all kinds and confectionery...	...	*ad valorem*	,,
9	TEA, black	lb.	0 11½	,,
	,, green	,,	0 10	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials.		Rs. a.	
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	...	*ad valorem*	Five per cent.
	Alkali, Indian (sajji-khar) ...	cwt.	2 0	,,
	Alum	,,	4 12	,,
	Arsenic (China mansil)	,,	25 0	,,
	,, other sorts	...	*ad valorem*	,,
	Bicarbonate of soda	cwt.	5 12	,,
	Copperas, green	...	*ad valorem*	Two and one-half per cent.
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	...	,,	Five per cent.
	Sal ammoniac	cwt.	31 0	,,
	Sulphate of copper	,,	17 0	,,
	Sulphur (brimstone), flour ...	,,	5 8	,,
	,, (,,), roll ...	,,	5 4	,,
	,, (,,), rough ...	,,	4 8	,,
	All other sorts of chemical products and preparations, including saltpetre, borax, grape-sugar and glucose, but excluding nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, and kainit salts, nitrate of lime, calcium cyanide and mineral superphosphates, which are free ...	...	*ad valorem*	,,
11	DRUGS, MEDICINES AND NARCOTICS—			
	Aloes, black	...	,,	,,
	,, Socotra	...	,,	,,
	Aloe-wood	...	,,	,,
	Anti-plague serum ...	...	...	Free.
	Asafœtida (hing)	cwt.	100 0	Five per cent.
	,, coarse (hingra) ...	,,	30 0	,,
	Atáry, Persian	...	*ad valorem*	,,
	Banslochan (bamboo camphor)...	lb.	0 7	,,
	Brimstone (amalsára)	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*		Rs. a.	
	DRUGS, MEDICINES AND NARCOTICS—*concld.*			Five
	Calumba root	cwt.	15 0	per cent.
	Camphor, refined, cake	lb.	1 8	,,
	,, partially refined, cake, in blocks of about 13 lbs.	,,	1 2	,,
	,, in powder	...	*ad valorem*	,,
	Cassia lignea	cwt.	28 0	,,
	China root (chobchini), rough ...	,,	9 0	,,
	,, (,,), scraped...	,,	15 0	,,
	Cocaine	...	*ad valorem*	,,
	Cubebs	cwt.	100 0	,,
	Galangal, China	,,	5 4	,,
	Pellitory (akalkara)	...	*ad valorem*	,,
	Peppermint crystals	...	,,	,,
	Quinine and other alkaloids of cinchona	...	...	Free.
	Salep	cwt.	175 0	Five per cent.
	Senna leaves	...	*ad valorem*	,,
	Storax, liquid (rose melloes or salaras)	cwt.	35 0	,,
	All other sorts of drugs, medicines and narcotics, except opium and tobacco (for which see Schedule III)	...	*ad valorem*	,,
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 3¼	,,
	,, ,, ,, 50 ,, ...	,,	1 7	,,
	,, ,, ,, 60 ,, ...	,,	1 10½	,,
	,, ,, ,, 70 ,, ...	,,	1 14½	,,
	,, ,, ,, 80 ,, ...	,,	2 2	,,
	,, ,, ,, 100 ,, ...	,,	2 8	,,
	,, ,, moist, 10 ,, ...	,,	0 4½	,,
	,, ,, ,, 16 ,, ...	,,	0 6½	,,
	,, ,, ,, 20 ,, ...	,,	0 7½	,,
	Aniline ,, ,, indigo, blue...	,,	0 6	,,
	,, ,, dry	,,	0 15	,,
	,, salts	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*concld.*		Rs. a.	
	DYEING AND TANNING MATERIALS—*concld.*			
	Avar bark	cwt.	3 8	Five per cent
	Buzgand (gulpista)	...	*ad valorem*	,,
	Cochineal	lb.	0 14	,,
	Gallnuts (myrabollams)... ...	...	*ad valorem*	,,
	,, Persian	cwt.	40 0	,,
	Madder or manjit...	...	*ad valorem*	,,
	Orchilla weed	...	,,	,,
	Sappan wood and root	...	,,	,,
	Turmeric	...	,,	,,
	All other sorts of dyeing and tanning materials	...	,,	,,
	Metals and Manufactures of Metals.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free* : (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor General in Council may, by notification in the *Gazette of India*, exempt ; (ii) the following agricultural implements, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers,			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	HARDWARE AND CUTLERY—*concld.*			
	harrows, clod-crushers, seed-drills, hay-tedders, and rakes; (iii) the following dairy appliances, when constructed, so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aerating and cooling apparatus, churns, butter dryers and butter workers; (iv) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (v) box backs and swells and rough unshaped bobbin ends when imported by or on behalf of a manufacturer or mill-owner, and certified by him to be intended exclusively for use in his mill]...	.....	*ad valorem*	Five per cent
14	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts ...	.....	...	Free.
	MACHINERY (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	MACHINERY, ETC.—*concld.*			
	labour, or which before being brought into use require to be fixed with reference to other moving parts, and including belting of all materials for driving machinery	...	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves European	...	*ad valorem*	Five per cent.
	,, orsidue and leaves, China.	...	,,	,,
	,, patent or yellow metal, sheets weighing 1 lb or above, per square foot, and sheathing, braziers, and plates	cwt.	46 0	,,
	,, patent or yellow metal, (old)	,,	33 0	,,
	,, sheets, flat or in rolls, weighing less than 1 lb. per square foot	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Brass wire...	...	*ad valorem*	Five per cent.
	„ all other sorts	...	„	„
	Copper, bolt and bar, rolled ...	...	„	„
	„ braziers, sheets, plates and sheathing	cwt.	54 0	„
	„ nails and composition nails	...	*ad valorem*	„
	„ old	cwt.	42 0	„
	„ pig, tiles, ingots, cakes, bricks and slabs ...	„	47 0	„
	„ China, white, copperware	lb.	2 0	„
	„ foil or dankpana, white, 10 to 11 in. × 4 to 5 in.	hundred leaves.	2 2	„
	„ foil or dankpana, coloured, 10 to 11 in. × 4 to 5 in.	„	2 4	„
	„ wire, including phosphor-bronze...	...	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured except current coin of the Government of India, which is free... ...	...	„	„
	German silver	...	„	„
	Gold bullion and coin	...	...	Free.
	Gold leaf	...	*ad valorem*	Five per cent.
	Iron anchors and cables... ...	...	„	One per cent.
	„ Lowmoor and similar qualities, all descriptions ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, angle, T, other than Lowmoor or Swedish ...	ton	93 0	One per cent.
	„ angle, T, other than Lowmoor or Swedish, if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ bar Swedish and similar qualities	ton	180 0	„
	„ „ Swedish and similar qualities, nail-rod, round-rod & square under half an inch in diameter....	„	190 0	„
	„ „ other kinds	„	93 0	„
	„ „ other kinds, nail-rod, round-rod & square, under half an inch in diameter	„	98 0	„
	„ „ other kinds if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ beams, joists, pillars, girders, screw-piles, bridge-work, & other such descriptions of iron imported exclusively for building purposes ...	...	„	„
	„ channel, including channel for carriages	...	„	„
	„ plate and sheet, Swedish and charcoal	...	„	„
	„ bars, plates, and sheets, Swedish and charcoal, if galvanized, tinned, or lead-coated	...	„	„
	„ plate, other kinds, above ⅛ inch thick, and strips ...	ton	115 0	„
	„ sheets other kinds, up to ⅛ inch thick	„	120 0	„
	„ sheets (other than corrugated), plates, or strips other kinds, if galvanized, tinned, lead-coated, chequered or planished ...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron sheets, corrugated, galvanised or black	ton	180 0	One per cent.
	„ hoop	„	125 0	„
	„ nails, rose, wire, and flat-headed	cwt.	9 0	„
	„ nails, other kinds, including galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	„	„
	„ old	cwt.	2 0	„
	„ pig	...	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	„	„
	„ rails, chairs, sleepers and bearing, and fishplates, spikes (commonly known as dog spikes), switches, and crossings, other than those described in No. 60, also lever-boxes, clips, and tie-bars.	...	„	„
	„ rice-bowls	...	„	„
	„ ridging, guttering, and continuous roofing ...	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting...	...	„	„
	„ cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna and six pies per Imperial gallon under No. 16 ...	can	0 3½	Five per cent
	„ all other sorts, including discs or circles and wire-netting	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
45	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Lametta	...	*ad valorem*	Five per cent.
	Lead, all sorts (except sheets for tea-chests, which are free) ...	...	,,	,,
	Quicksilver	lb.	1 12	,,
	Shot, bird	cwt.	18 0	,,
	Steel anchors and cables ...	...	*ad valorem*	One per cent.
	,, blooms	...	,,	,,
	,, angle, T, ...	ton	93 0	,,
	,, ,, ,, and hoop, if galvanized, tinned or lead-coated	...	*ad valorem*	,,
	,, bars (other than cast steel).	ton	93 0	,,
	,, ,, Swedish and similar qualities...	...	*ad valorem*	,,
	,, ,, nail-rod, round rod, and square, under ½ inch in diameter	ton	98 0	,,
	,, ,, galvanized, tinned, lead-coated, planished, or polished	...	*ad valorem*	,,
	,, channel, including channel for carriages	...	,,	,,
	,, plates above ⅛ inch thick, and strips	ton	115 0	,,
	,, sheets up to ⅛ inch thick...	,,	120 0	,,
	,, sheets (other than corrugated), plates, or strips, if galvanized, tinned, lead-coated, chequered or planished	...	*ad valorem*	,,
	,, sheets, corrugated, galvanized or black	ton	180 0	,,
	,, hoop...	,,	125 0	,,
	,, nails...	...	*ad valorem*	,,
	,, nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	,,	,,
	,, old	cwt.	2 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Steel beams, joists, pillars, girders, screwpiles, bridge-work, and other such descriptions of steel, imported exclusively for building purposes ...	...	*ad valorem*	One per cent.
	,, cast and blistered, including spring and tub steel...	...	,,	,,
	,, ridging, guttering, and continuous roofing	...	,,	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like.	...	,,	,,
	,, rails, chairs, sleepers, and bearing and fishplates, spikes (commonly known as dog spikes), switches, and crossings, other than those described in No. 60, also lever-boxes, clips, and tie-bars	...	,,	,,
	,, rivets and washers, all sorts	...	,,	,,
	,, wire, including fencing wire and wire rope, but excluding wire-netting	...	,,	,,
	,, cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna and six pies per Imperial gallon under No. 16	can	0 3½	Five per cent.
	,, all other sorts, including discs or circles and wire-netting	...	*ad valorem*	,,
	Tin block	cwt.	145 0	,,
	,, foil, and other sorts... ...	...	*ad valorem*	,,
	Zinc or spelter, nails	...	,,	,,
	,, ,, tiles or slabs, soft.	cwt.	23 0	,,
	,, ,, ,, ,, hard.	,,	19 0	,,
	,, ,, all other sorts, including boiler tiles ...	...	*ad valorem*	,,
	All other sorts of metals... ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty
			Rs. a.	
	OILS.			
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna and six pies.
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes.	...	*ad valorem*	Five per cent
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel or for some sanitary or hygienic purpose ...	...	,,	,,
	Cocoanut-oil	cwt.	27 0	,,
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty
	Other Articles, unmanufactured and manufactured.		Rs. a.	
17	APPAREL, including drapery, haberdashery, and millinery, and Military and other uniforms and accoutrements, but excluding cotton-hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	*ad valorem*	Five per cent.
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	...	,,	,,
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves...	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts	...	...	,,
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	,,
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime, and other kinds not otherwise described	...	,,	,,
24	CABINET-WARE AND FURNITURE ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
24*a*	CHALLENGE CUPS OR TROPHIES, which have been won by any Military unit (including volunteer corps) or by a particular member or members of any such unit in India or which have been sent by donors resident abroad for presentation or competition in India ... ... Provided that the articles are certified by the Officer Commanding the unit or brigade or any higher military authority or any of their staff officers as having been offered for competition or presented with the sole or main object of encouraging military efficiency; and that they have had engraved on them before being shipped the object for which presented and, except in the case of those sent by donors resident abroad for competition in India, the name of the winner or winners.	...	...	Free.
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars, designed to carry goods and containing a prime-mover, which are free ...	...	*ad valorem*	Five per cent.
26	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, China, and porcelain (for which see No. 32) ...	...	,,	,,
27	CLOCKS, WATCHES, and other Timekeepers, and parts thereof ...	...	,,	,,
28	COAL, COKE, AND PATENT FUEL ...	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn	...	...	„
	„ sewing and darning thread	...	...	„
	„ piece-goods, hosiery, crochet cotton thread and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), China, China clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	...	„	„
34	FIREWORKS, all sorts, including fulminating-powder	...	„	„
35	FLAX AND ARTICLES MADE OF FLAX, including linen-thread ...	...	„	„
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels	...	„	„
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	...	„	„
	Cutch and gambier	cwt.	23 0	„
	Gamboge	lb.	1 12	„
	Gum Ammoniac	cwt.	20 0	„
	„ Arabic	„	25 0	„
	„ Bdellium	...	*ad valorem*	„
	„ Benjamin, ras	cwt.	30 0	„
	„ „ cowrie	„	80 0	„
	„ Bysabol (coarse myrrh) ...	„	27 0	„
	„ Olibanum or frankincense.	...	...	Free.
	„ Persian (false)	cwt.	15 0	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—*contd.*			
	Myrrh	cwt.	30 0	Five per cent
	Rosin	"	16 0	"
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	"
38	HEMP, including Manila hemp, and articles made therefrom	...	"	"
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold beaters' skins, and all other descriptions of hides or skins	...	"	"
40	HORN	...	...	Free.
	" articles made of, not otherwise described	...	*ad valorem*	Five per cent.
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*		Rs.	
	All band instruments (other than stringed instruments), imported by a native regiment of His Majesty's Regular Forces in India, or by a unit of the Imperial Service Troops, or by a Military Police Battalion, and certified by the Officer Commanding the regiment or unit or the Officer in charge of the Military Police Battalion to be for the *bonâ fide* exclusive use of the Regimental band, or the band attached to the Military Police Battalion, as the case may be, and the following accessories thereto, are also free of duty:—			
	Bags for bagpipes.			
	Cardholders.			
	Carriages (brown or black).			
	Cases for reeds and mouthpieces.			
	Cases (leather or wooden).			
	Chanters, pipe, and practice.			
	Cleaners for brass and reed instruments.			
	Cord for bagpipes.			
	Crooks.			
	Drones for bagpipes.			
	Drum heads.			
	Drum sticks.			
	Drum flesh hoops.			
	Fingertops.			
	Green broadcloth for drums.			
	Green silk ribbon for drums.			
	Key pads for reed instruments.			
	Ligatures for reed instruments.			
	Mouthpieces and caps therefor.			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	Mutes for brass instruments.			
	Pipe tassels for bagpipes.			
	Reeds.			
	Ribbons for bagpipes.			
	Ropes for drums.			
	Shanks and slides for brass instruments.			
	Silver buckles for drums.			
	Silver buttons for drums.			
	Springs.			
	Snares.			
	Taps for brass instruments.			
	Valve corks.			
	Valve tops and needles ...	...	*ad valorem*	Five per cent
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	300 0	,,
	,, tusks (other than hollows, centres, and points), each exceeding 20lbs. in weight, and hollows, centres, and points, each weighing 10lbs. and over...	,,	950 0	,,
	Elephants' tusks (other than hollows, centres, and points) not less than 10lbs. and not exceeding 20lbs. each, and hollows, centres, and points, each weighing less than 10lbs...	,,	850 0	,,
	Elephants' tusks, each less than 10lbs. (other than hollows, centres, and points)	,,	600 0	,,
	Sea-cow or moye teeth, each not less than 4lbs.	,,	250 0	,,
	Sea-cow or moye teeth, each not less than 3lbs. and under 4lbs.	,,	215 0	,,
	Sea-cow or moye teeth, each less than 3lbs.	,,	150 0	,,
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver ware, plain .. .. (Other than European.)	tola	1 2	Five per cent.
	„ embossed or chased. (Other than European.)	„	1 6	„
	All other sorts, except precious stones and pearls, unset, which are free	...	*ad valorem*	„
44	JUTE, Raw	...	...	Free.
	„ articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a Military pattern imported by an Officer of His Majesty's Regular Forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	„	„
46	MALT	...	„	„
47	MANURES of all kinds, including animal bones	...	...	Free.
48	OIL-CAKE, also bran, fodder, and cattle-food of all kinds	...	...	„
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
50	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	15 8	„
	„ white, dry	„	17 0	„
	Ochre, other than European, all colours	„	3 12	„
	Paints, composition	...	*ad valorem*	„
	„ patent driers	...	„	„
	Turpentine	Imperial gallon.	3 12	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
50	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood and metals —*contd.*			
	Verdigris	...	*ad valorem*	Five per cent.
	Vermilion, Canton	box of 90 bundles.	115 0	,,
	Zinc, white, dry	...	*ad valorem*	,,
	All other sorts, including glue and putty	...	,,	,,
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs, and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post, which are free ...	...	,,	,,
	,, articles made of paper and papier-mâché	...	,,	,,
52	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	47 0	,,
	Kapurkachri (zedoary)	,,	15 0	,,
	Patch leaves (patchouli) ...	,,	16 0	,,
	Rose-flowers, dried	,,	22 0	,,
	Rose-water...	Imperial gallon.	2 6	,,
	All other sorts, except perfumed spirit (for which see Schedule III)	...	*ad valorem*	,,
53	PITCH, TAR AND DAMMER—			
	Bitumen	...	,,	,,
	Dammer	...	,,	,,
	Pitch, American and European.	...	,,	,,
	,, coal	...	,,	,,
	Tar, American and European...	...	,,	,,
	,, coal	...	,,	,,
	,, mineral	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
54	PLANTS AND BULBS, living, also dried for herbaria	..	...	Free.
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx).	...	...	,,
56	PULP of wood, straw, rags, paper, and other materials	...	...	,,
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo-blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereo-typing apparatus, metal furniture, paper folding machines and paging and numbering machines, but not including paper	...	...	,,
58	RAGS	...	...	,,
59	RACKS for the withering of tea leaf.	...	...	,,
60	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brakegear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a Railway Company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing :			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	RAILWAY MATERIAL—*contd.*			
	Provided that for the purpose of this exemption "railway" means a line of Railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein.	...	...	Free.
61	SEEDS, except oil-seeds imported into British India by sea from the territories of any Native Prince or Chief in India which are free—			
	All sorts	...	*ad valorem*	Five per cent.
62	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos.	...	,,	,,
	,, white, live	...	,,	,,
	,, ,, dead	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common ...	cwt.	4 0	,,
	,, yellow, superior quality	,,	5 8	,,
	,, Maldive	,,	7 0	,,
	,, Sankhla	,,	115 0	,,
	Mother-of-pearl, Nacre	...	...	Free.
	Nakhla	cwt.	110 0	Five per cent.
	Tortoise-shell	lb.	12 0	,,
	,, Nakh	,,	5 0	,,
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	,,
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges, imported entire or in sections	...	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
64	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	9 0	Five per cent.
	Floss	...	*ad valorem*	,,
	Piece-goods	...	,,	,,
	Sewing thread, China	...	,,	,,
	Raw silk—Chaharam, Indo-China, and yellow Shanghai ...	lb.	5 0	,,
	Mathow	,,	2 6	,,
	Other kinds of China including re-reeled Silk...	,,	6 8	,,
	Waste and Kachra ...	...	*ad valorem*	,,
	Punjam	lb.	2 6	,,
	Persian	,,	4 8	,,
	Siam	,,	3 6	,,
	All other sorts, including cocoons.	...	*ad valorem*	,,
65	SOAP	...	,,	,,
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
67	STATIONERY, excluding paper (for which see No. 51)	...	*ad valorem*	Five per cent.
68	STONE AND MARBLE, and articles made of stone and marble... ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
69	TALLOW AND GREASE, including stearine	...	*ad valorem*	Five per cent.
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	...	...	Free.
71	TEXTILE FABRICS, not otherwise described	...	*ad valorem*	Five per cent.
72	TOILET REQUISITES, not otherwise described	...	„	„
73	TOYS, including toy-books, and requisites for all games	...	„	„
74	UMBRELLAS, parasols and sunshades of all kinds	...	„	„
75	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	„	„
76	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	„	„
77	WOOL, Raw	...	...	Free.
	„ articles made of, including felt	...	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule... ...	...	„	„

APPENDIX I.-3.

EXPORT TAX ON COTTON.

No. 455 of 1911..

CHAMBER OF COMMERCE.

BOMBAY, 25th May 1911.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT.
Bombay.

SIR,—I have the honour to address you on behalf of my Committee regarding certain financial proposals which have lately been put forward by the Corporation of Bombay, with reference to certain works which the Bombay Improvement Trust have in contemplation, and to request that if one of these proposals, *viz.*, a transit duty of 4 annas on every bale of cotton passing through Bombay for export, is at all likely to be seriously considered by the Government of Bombay, my Committee may be given an opportunity of stating their reasons for strongly objecting to the tax in question.—I have, etc.,

C. H. ARMSTRONG.
Chairman.

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 3403 of 1911.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 5th June 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your letter, No. 455, dated 25th May 1911, I am directed to state that Government have not yet considered the proposals put forward by the Municipal Corporation, Bombay, for an export duty of 4 annas a bale on cotton.—I have, etc.,

L. ROBERTSON,
Secretary to Government.

APPENDIX I.—4.

WATER-MARKED PAPER.

CUSTOMS CIRCULAR NO. VI OF 1911.

Letter from Government of India, in the Department of Commerce and Industry, to the Governments of Bombay, Madras, Bengal, Burma, and Eastern Bengal and Assam, No. 6285—6289—7, dated the 24th August 1911.

I am directed to forward, for the information of His Excellency the / His Honour the Governor in Council / Lieutenant Governor (in Council), a copy of the correspondence * * * on the subject of the treatment under the Indian Merchandise Marks Act, 1889, of water-marked paper bearing a trade description technically false as regards the country of origin.

2. It will be observed that the Government of India have decided to relax the regulations at present in force under which counter-indications of origin are required on each sheet of such paper. They understand that, as water-marks infringing the regulations under the Indian Merchandise Marks Act cannot be corrected, as in the case of other goods, by the simple addition of the requisite indication of origin, instances have occurred in which re-shipment from India has been ordered of consignments of paper. They believe that the interest of the Indian consumer will be quite sufficiently protected by the regulations as now relaxed, since paper is not generally sold by single sheets, and there will be no danger of the consumer being deceived as to the paper he is purchasing, if the origin is clearly indicated on the wrapper of every package.

3. I am therefore to request that with the permission of His Excellency the Governor in Council / His Honour the Lieutenant Governor (in Council), the Customs authorities may be directed to admit, as properly marked, all consignments of paper in which the water-mark constitutes a false description merely on the ground that the necessary counter-indication as to origin is omitted therefrom, provided that the indication of origin is correctly given on every wrapper in which any packet of such paper is made up.

No. 942 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 17th November 1911.

M. M. S. GUBBAY, ESQ., I.C.S.,
COLLECTOR OF CUSTOMS,
Bombay.

SIR,—I am directed by my Committee to submit herewith, for your consideration, a copy of a joint letter which they have received from two members of this Chamber, regarding the recent Customs' orders which have been issued in connection with water-marked paper bearing a trade description technically false as regards the country of origin.

The orders in question appear to my Committee to be opposed somewhat to the provisions of the Merchandise Marks Act, and it is doubtful if the Indian consumer will be quite sufficiently protected by the relaxed regulations, as paper is frequently sold in less quantity than a packet.

My Committee will be glad if you will kindly favour them with your views on the points raised in the enclosed letter and will much appreciate any further information you may be able to place before them in this connection.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

BOMBAY, 28th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We desire to refer to Customs Circular No. VI of 1911, recently issued by the Secretary to the Government of India, and addressed to Local Governments.

This Customs Circular directs that in future the requirements of the Indian Merchandise Marks Act, in regard to consignments of paper in which the water-mark constitutes a false trade description in the absence of a counter-indication of the country of origin, will be sufficiently complied with if the indication of origin is correctly given on the wrapper in which any packet of such paper is made up.

As we are directly interested in the sale of English Paper, we are very greatly concerned in regard to regulations applying to the importation into India of paper bearing water-marks, which may be taken to indicate British origin.

The Merchandise Marks Act of India has now been in force for over 20 years and its provisions are well known to all foreign paper manufacturers. They are perfectly well aware of the requirement for marking the country of origin when the paper bears an indication which is inconsistent with the true origin. Attempts of course are from time to time made to introduce into India paper which will pass for British-made paper, and heretofore the Authorities have rejected such paper when not water-marked in accordance with the requirements of the Act.

The regulation now proposed will, in regard to the importation of paper, make the provisions of the Merchandise Marks Act a dead letter so far as the Indian public is concerned, because the Indian consumer does not purchase paper in wholesale quantities or large parcels which, under the new Regulation, need only bear a wrapper mentioning the country of origin but on the contrary purchases paper by the quire, or in smaller quantities than a ream, from which he will be unable to determine the country of origin of the goods, and will assume from the English wording in the water-mark that the paper is of British origin.

Under the new Regulations, notice of the foreign origin of the goods will merely be given to the consignee or wholesale dealer, who will in all probability already be aware of the foreign origin of the goods, and the consumer, for whose protection the Merchandise Marks Act was passed, will have no notice of the foreign origin, and will now have sold to him as British made paper foreign made paper bearing markings suggestive of English origin. The consequence of the new Regulation will be one of serious moment to the British Paper making industry, as it will open the door to a fraud which has not hitherto been possible, and will enable the dishonest trader to pack the paper in small packets or to repack the reams in new wrappers, and pass it off as British made paper.

We submit that there is no justification whatever for the variation of what has hitherto been the practice with regard to imported paper, and if a foreign manufacturer desires to import paper into

India without giving a counter indication of origin, that can be accomplished by the paper being without any Watermark which infringes the provisions of the Act. The sole purpose of water-marking paper with English wording is to give that paper the status of British made paper, and we submit that it is an injustice to British Manufacturers that the Regulation heretofore in force should be relaxed to an extent which is practically repealing the provisions of the Merchandise Marks Act as far as it applies to paper.

We view the matter with serious alarm and are therefore anxious that the Chamber should take the matter up with a view to inducing the Government of India to revert to the practice heretofore applying to the importation into India of foreign made paper.—We are, etc.,

W. & A. GRAHAM & Co.,
Per Pro JOHN DICKINSON & Co., LTD.
S. N. POWELL,
Manager.

No. C/15246 of 1911.

CUSTOM HOUSE,
BOMBAY, 24th November 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 942 of the 17th November.

2. I do not personally share the apprehensions of the writers of the letter enclosed with your letter under reply. It appears to me that consumers, who are likely to buy paper in single sheets, are not likely to be in a position or will wish, by reference to the watermark, to satisfy themselves of the country of origin of the paper they are buying. In other words my view is that the only section of consumers, who will wish to refer to the watermarks on the paper they buy, will be persons who buy paper in packets and reams and this section of the public will be protected by the requirement that packets must be correctly described.

3. The argument that the dishonest trader will repack foreign made paper in new wrappers and pass it off as English made does not appear to me to carry much weight. Even were the Merchandise Marks Act applied in all its stringency it would always be open to the dishonest trader to import paper without any water mark at all and to re-pack it after importation, and apply to it a false description.

4. The relaxation conceded by Government in the matter of the strict application of the provisions of the Merchandise Marks Act to watermarks appears to me to be fully justified by the fact that an incorrect watermark, unlike most other forms of marking cannot be corrected in India and the only logical course open is either to require, in all cases, the re-shipment of paper incorrectly watermarked or to relax the provisions of the Act as decided by Government.

5. It is perhaps scarcely necessary for me to point out that the orders of the Government of India only contemplate cases in which the watermark constitutes a false trade description *merely* on the ground that the necessary counter-indication as to origin is *omitted*. In other words I do not read the orders as justifying the admission of non-British made paper which is water marked "English made." Nor do I read them as justifying the use of a watermark which describes foreign paper as being the product of an English manufacturer.—I have, etc.,

M. M. S. GUBBAY,
Collector of Customs.

No. 65 OF 1912.

CHAMBER OF COMMERCE,
BOMBAY, 19th January 1912.

THE SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—The attention of my Committee has been drawn to your letter No. 6285-6289—7, dated the 24th August 1911, which directs the Customs Authorities to admit, as properly marked, all consignments of paper in which the watermark constitutes a false description

merely on the ground that the necessary counter-indication as to origin is omitted therefrom, provided that the indication of origin is correctly given on every wrapper in which any packet of such paper is made up.

2. My Committee respectfully submit that this relaxed regulation will make the provisions of the Merchandise Marks Act more or less a dead letter, so far as the sale and distribution of paper are concerned because many Indian consumers do not purchase paper in wholesale quantities or large packets but by the quire or in smaller quantities than a ream and will, therefore, be justified in assuming from the English wording in the watermark that the paper is not foreign made.

3. The Merchandise Marks Act has now been in force for 20 years, and its provisions are well known to all foreign paper manufacturers, who are perfectly well aware of the necessity for stating the Country of Origin, when the paper bears an indication which is inconsistent with the true origin. Attempts are made from time to time, to introduce into India, from Foreign Countries, paper which will pass for British made paper and heretofore the Customs Authorities have rightly rejected it when not properly watermarked in accordance with the requirements of the Act.

4. Under the regulations, as now relaxed, my Committee do not think the Indian Consumers are sufficiently protected, and there does not appear to them to be any justification for the variation of what has hitherto been the practice with regard to imported paper If a foreign manufacturer wishes to export his paper to India, without the necessity of giving counter-indication of origin, he can secure the desired end by sending the paper without a watermark which infringes the provisions of the Act or without a watermark at all.

5. The foreign manufacturer can have but one object in view when he exports his paper watermarked in such a way as to suggest an English origin, *viz.*, to impose on the ultimate consumer whom the Merchandise Marks Act was specially drawn up to protect. The sole purpose of watermarking paper with English wording must be to give it the status of British made paper and my Committee respectfully submit that it is an injustice to British Manufacturers that other countries should be allowed to trade on their reputation and that the

regulation hitherto in force should now be relaxed to an extent which is practically repealing the provisions of the Merchandise Marks Act so far as it applies to paper.

6. My Committee venture to hope that the matter will receive the careful re-consideration of the Government of India and that the orders contained in the Notification above referred to will then be rescinded.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 815-7.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CALCUTTA, the 23rd January 1912.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 65, dated the 19th January 1912, I am directed to forward, for the information of the Bombay Chamber of Commerce, a copy of Customs Circular No. I of 1912, cancelling the orders issued in August 1911 in regard to water-marked paper imported into India.—I have, etc.,

A. C. McWATTERS,
Under-Secretary to Government of India.

CUSTOMS CIRCULAR No. I OF 1912.

No. 711—715-7, dated the 19th January 1912.

From—The GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,

To—The GOVERNMENTS OF BOMBAY, MADRAS, BENGAL, BURMA AND EASTERN BENGAL AND ASSAM.

I am directed to refer to Mr. Irwin's letter No. 6285—6289-7, dated the 24th August 1911, amending the regulations under the

Indian Merchandise Marks Act, 1889, so as to admit, as properly marked, all consignments of paper in which the water-mark constitutes a false description merely on the ground that the necessary counter-indication as to origin is omitted therefrom, provided that the indication of origin is correctly given on every wrapper in which any packet of such paper is made up.

2. Experience gained in the working of this concession has convinced the Government of India that it fails to provide adequate safeguard for the trade, having regard to the local custom of selling paper in quantities smaller than one ream. The concession has also been found in other respects to work unsatisfactorily.

3. The Government of India have therefore decided upon a reversion to the procedure in force before the issue of the orders contained in Mr. Irwin's letter No. 6285—6289-7, dated the 24th August 1911. Those orders should now be considered as cancelled.

4. I am to add that, with the permission of His Excellency the Governor in Council / His Honour the Lieut.-Govr. in Council, / His Honour the Lieutenant-Governor. instructions may be issued to the Customs authorities that due notice of the withdrawal of the orders in question should be given to importers of paper manufactured in the United States of America, before the former procedure is enforced against them.

APPENDIX I-5.

SITE FOR THE NEW CUSTOM HOUSE.

No. 702 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 12th August 1911.

M. M. S. GUBBAY, Esq., B.A., I.C.S.,
COLLECTOR OF CUSTOMS,
Bombay.

SIR,—I have the honour by direction of my Committee to invite attention to the correspondence which took place in 1906, ending

with this Chamber's letter No. 831. dated 28th September 1906, relating to the alteration in Custom House arrangements necessitated by the construction of the new Docks.

In view of the fact that these new Docks are likely to be completed during the next two years, my Committee will be pleased to know whether plans of, and estimates for, a new Central Custom House have been prepared or are in course of preparation ; also whether a suitable site has been selected and when the work is likely to be commenced.

It seems to my Committee that, unless the building is started forthwith, it will not be ready on the completion of the Alexandra Dock, and it will be readily understood that the present Custom Houses in the Fort and at the Prince's and Victoria Docks will be very inconvenient for steamers using this new Dock.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. C/12711 OF 1911.

CUSTOM HOUSE,

BOMBAY, 23rd August 1911.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your letter, dated 12th instant, I have the honour to say that the project for the construction of a new Custom House to be located on the reclamation between the New Docks and Ballard Pier has been under consideration, and that plans have been prepared. The case is at present under the consideration of Government, to whom I propose to forward your letter through the Commissioner of Customs. I am not in a position to say when the work is likely to be commenced.—I have, etc.,

M. M. S. GUBBAY,
Collector of Customs.

APPENDIX I-6.

CUSTOMS PRIOR TO ENTRY SYSTEM.

No. C/4336 OF 1911.

CUSTOM HOUSE,

BOMBAY, 17th March 1911.

THE SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I have the honour to invite attention to the correspondence ending with your No. 773 of the 23rd September 1910 and to say that the Prior to Entry System will be introduced with effect from April 1st 1911.

2. I enclose a copy of the rules governing the new procedure and of my circular letter to the Shipping Companies. I desire to emphasize the fact that these rules which have been framed on the mode of those in force at the ports of Calcutta and Madras must, in the first instance, be regarded as tentative and subject to revision in the light of experience. I propose to give my personal and careful attention to their working, with a view to securing the best results from the adoption of the system ; but I anticipate that some adjustment of the procedure of my Department will be necessary to effect the end. Every endeavour will be made to secure that this adjustment is carried through with as little inconvenience to traders as possible.

3. I think that it would be as well that I should point out that the new procedure cannot be adopted generally by all the Shipping Companies established at this port. The P. & O. S. N. Company, the Messageries Maritimes, and the Austrian Lloyd's have informed me that they will have to continue working under the existing system since the documents relating to the cargo brought by their vessels reach Bombay simultaneously with the ship bringing the cargo.—I have, etc.,

M. M. S. GUBBAY,
Collector of Customs.

IMPORT.

Prior to Entry or Arrival.

1. When any vessel is expected shortly to arrive in the port and the Agents desire to avail themselves of the facilities provided by these rules, they may file an application for inward entry of the vessel, together with a provisional Import Manifest in duplicate.

2. The application shall be in the ordinary form and shall in addition to the usual particulars state the probable date of arrival of the vessel, and shall be supported by a guarantee on an eight-anna stamp paper by the Agents that they will, within 24 hours after her arrival in port, present in the Custom House in duplicate—

(1) the supplementary manifest, if any ;

(2) two copies of the store list signed by the master : and

(3) such other documents as are prescribed by the Customs Authorities.

3. On receipt of such an application and the provisional Import Manifest in duplicate, a serial manifest number will be at once given to it, and entered on the notice-boards in the Import Department.

4. Thereupon and notwithstanding that the order for inward entry has not yet been given, importers may present their Bills of Entry for "number." The serial manifest number referred to in para. 3 above shall be entered but without date. The serial line number and date small be shown by importers in the Bill of entry. Importers may then go through the procedure for clearing their goods down to the stage mentioned in paragraph 7.

5. Each Bill of Entry must bear definite statements—

(1) that it is presented under and subject to these rules ; and

(2) that for the purpose of section 37 of the Sea Customs Act, it is expressly agreed that it shall be deemed to be delivered on the date when the order for inward entry is passed, and the bill of Entry shall, in fact, be so deemed to be delivered.

6. There is no need for the importer to affix his signature or initial separately to the declaration or "definite statement" referred to above, provided that the Bill of Entry bears the authorised signature of the firm or importer.

7. Importers of goods imported under these conditions may, in anticipation of the vessel's arrival, present their Bills of Entry to the Appraising Department for appraisement, and an order for examination when necessary.

8. When the vessel arrives in port, the Agents shall file within 24 hours, in duplicate, the supplementary manifest, if any, and the store lists and other documents required by Rule 2. The Assistant Collector shall thereupon give the formal order for inward entry.

9. On the arrival of the vessel the importers will take up the clearing of their goods at the stage to which it has been carried previously, after quoting in Bill of Entry against manifest number the date of entry inwards of the vessel, which date can be obtained from the notice-boards maintained in the Import Department and in the Prince's Dock Custom house.

10. No fee shall be charged for filing an amended or supplementary manifest prior to the formal order for inward entry. For amending or supplementing manifests, after such order has been given, the usual fees shall be charged.

11. The Collector of Customs reserves to himself the right to withhold the privilege allowed by these rules without stating reasons or to grant it, subject to such conditions as may seem to him necessary in the particular case.

12. The rate of tariff value or of duty shall be that in force on the day on which under the declaration in the Bill of Entry the same is deemed to be delivered, that is, the day on which the order for inward entry is finally passed.

13. To enable importers to take full advantage of these rules notice-boards are maintained in the Import Department of the Customs House, to show what vessels have been entered under them daily.

GENERAL.

In the case of Bill of Entry presented to the Customs Department, whether under the Prior to Entry System or not, the production of Bill of Lading or Delivery Order will only be required by the Customs Department in the following cases :—

(*a*) Where discrepancies in marks, numbers, description, etc., are noticed between the Bill of Entry and the Import General Manifest.

(*b*) Where after a Bill of Entry has been presented and number has been granted, a second Bill of Entry is presented for the same goods. In such cases, on production of a Bill of Lading or Delivery Order "number" will be given a second time, but to ensure that goods are handed over to the rightful owner, notices in the attached form will be forwarded to importers and to the Port Trust officials concerned.

NOTICE.

Two Bills of Entry have been executed for
of marked ex S. S.
from

The second was presented by
who $\frac{\text{has}}{\text{have}}$ produced the Bill of Lading and Delivery Order.

The payment of duty will be received in the Customs House without prejudice to the rights of the other party. The goods will, however, be delivered by the Port Trustees to the rightful owners.

The Port Trust $\frac{\text{Dock Superintendent}}{\text{Traffic Manager}}$ has been informed.

Bombay Custom House,
Import Department.

Assistant Collector of Customs.

Dated 191 .

APPENDIX I-7.

TRADE AND NAVIGATION RETURNS.

No. 1466 of 1911-1912.

REPORTER-GENERAL'S OFFICE,
BOMBAY, 20th November 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to request that I may be favoured with the opinion of the Committee of the Chamber on the following point:—

2. In the Annual Statement of the Trade and Navigation of the Presidency of Bombay compiled by this Department, the table of general imports foreign trade (No. 16 of Part I) shows separately, in addition to the articles prescribed by the Government of India for

Import Trade Statistics, about 244 articles which are specified in the Schedule (Import) of the Indian Tariff Act of 1894. In the case of some 80 or 90 of these articles (as per enclosed list) the annual value of the trade is inconsiderable and is less than Rs. 5,000. The separate recording of statistics under these heads, however, adds perceptibly to the work of the statistical branch and I now have under consideration a proposal to discontinue the registration of statistics under these heads. Before, however, coming to a decision on this point I should be glad of the opinion of the Committee as to whether there is any objection, from the point of view of the mercantile public, to this proposal.—I have, etc.,

M. M. S. GUBBAY,
Collector of Customs.

List of articles shown in the Schedules of the Indian Tariff Act having an annual trade of the value of less than Rs. 5,000.

No.	Tariff head.	Value, 1909-1910.
		Rs.
	II Articles of Food and Drink.—	
	Fruit and Vegetables.—	
1	Cocoanuts, Straits	6
	Liquors.—	
	Spirits—other sorts.	
2	Bitters	.....
3	Toilet preparations	.....
	Provisions.—	
	Fruits and vegetables, dried, salted or preserved—other sorts—	
4	Walnuts, all descriptions	988
5	Prunes, Bassorah (Alubukhara)	794
6	Raisins, black	344
7	Garlic	27
8	Cashew or cajoo kernel	.....
	Pickles, vinegar, sauces and condiments	.....
	Vinegar, not in cask.—	
9	Persian	.....
10	Indian	.....
	Other sorts of provisions.—	
11	Beef and pork	4,625
	Spices.—	
12	Betelnuts, raw, whole, split or sliced, from Goa	.....
13	Do. raw, split, sundried	.....
14	Cloves in seeds, Narlavang	.....
	Sugar—16 Dutch standard and above.—	
15	Crystallised and soft superior white from Java	.....
16	Molasses from Java	2,755
	III.—Metals and manufactures of.—	
	B. Metals.—	
	Brass wrought.—	
17	Brass orsidue and leaves, China	.....

No.	Tariff head.	Value, 1909-1910.
		Rs.
	Copper wrought.—	
	Mixed or yellow metal for sheathing.—	
18	Composition nails	635
	Other manufactures.—	
19	China white copperware	3,141
20	Nails	391
	Iron, wrought.—	
	Angle, bolt and rod.—	
21	Angle other than Lowmoor or Swedish...	4,472
22	Other kinds of nail rod and round rod under ½ an inch in diameter	2,806
23	Channel (including channel for carriages)	75
24	Angle T. Lowmoor and similar quantities	.....
25	Angle T. other than Lowmoor or Swedish if galvanized tinned or lead coated	.....
26	Swedish nail rod also round rod under ½ an inch in diameter	.....
27	Other kinds of nail rod and round rod if galvanized tinned or lead coated	.....
	Bar—other kinds.—	
28	Bar—other kinds if galvanized, tinned or lead coated...	2,038
29	Square under ¼ an inch in diameter	1,100
30	Bar Swedish and charcoal if galvanized, tinned or lead-coated	.....
	Iron-wrought—sheets and plates, galvanized.—	
31	,, Plate and sheet Swedish and charcoal	.....
32	,, ,, Lowmoor and similar quality	.....
33	,, sheets other kinds up to ⅛th inch thick ...	.....
34	,, Plate other kinds above ⅛ inch thick and strips	.....
	Iron sheets—other than galvanised or tinned—	
35	,, sheets and plate Lowmoor and similar quality ...	.....
36	,, ,, ,, Swedish and charcoal	.....
	Iron, other manufactures of wrought or cast-iron, &c.—	
37	Ridging, guttering and continuous roofing	4,684
38	Steel—Angle T	.....
39	,, Bars Swedish and similar quality	2,527
40	,, Other sorts—Anchors and cables	1,340
41	,, ,, ,, Nails	523
42	,, ,, ,, Ridging, guttering and continuous roofing	.....
43	Zinc—wrought—Nails	.....
44	Metals—Unenumerated—Gold leaf	3,182
45	IV.—Chemicals Sulphur (Brimstone) Rough, Drugs, Medicines and Narcotics (excluding chemicals)	.....
	Camphor, other kinds.	
	Partially refined cake in blocks about 13 lbs ...	.....
46	Other sorts—	
	China root, rough	1,974
47	Banslochan (Bamboo camphor)	781
48	Aloe wood...	712
49	Columba root	412
50	Senna leaves	74
51	Dyeing and tanning materials—	
	Alizarine dyes—	
	Alizarine dye, moist, 10 per cent.	3,271
52	,, ,, dry, 100 per cent.	906

No.	Tariff Head.	Value, 1909-1910.
		Rs.
53	Other sorts—	
	Orchilla weed	2,752
54	Avar bark	1,182
55	Buzgand (Gulpista)	..
56	Sapan wood or root	.....
57	VI—Raw materials and unmanufactured articles—Gums and resins—other sorts—	
58	Ammoniac	.....
59	Bdellium	743
	Ivory—	
60	Sea cow or moyeteeth, each not less than 3 lbs. and under 4 lbs.	1,996
61	Sea cow or moyeteeth, each not less than 4 lbs. ...	1,355
62	Elephant's grinders	.....
	Pitch, tar and dammer—	
63	Pitch, American and European	1,930
64	Tar, mineral	.....
	VI.—Shells and cowries—	
	Cowries—	
65	Maldive	348
66	Yellow superior quality	342
	Shells—	
67	Cowras	3
68	Chanks, white dead	2
69	,, (large shells for cameos)	.....
70	,, white live	.....
	Silk—	
71	Floss	270
72	Persian	.....
	Articles not enumerated—	
73	Earth, common, clay and sand	.....
	VII—Articles manufactured and partly manufactured—	
	A—Yarns and textile fabrics—	
	Silk—other sorts—	
74	Bokhara	.....
	C—Other articles—	
	Arms, ammunition and military stores—	
75	Extractors, nippers, &c.	2,818
76	Machines for making, loading or closing cartridges ...	994
77	Gunstocks, sights, blocks and rollers	467
78	Machines for capping cartridges	108
79	Barrels for fire arms other than pistols, whether single or double	101
80	Springs used for fire arms	9
81	Barrels for pistols whether single or double	.....
82	Revolver breeches	.....
	Jewellery and plate of gold and silver plate—	
83	Silverware, plain, other than European	675
	Paints and colours—	
84	Paints patent driers	795
	Articles not enumerated—	
85	Furniture, tackle and apparel (not otherwise described) for steam, sailing, rowing and other vessels ...	8,895
86	Felt	155
87	Horns—Articles made of	.....
88	Textile fabrics not otherwise described	.....

No. 973 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 30th November 1911.

M. M. S. GUBBAY, Esq., B.A., I.C.S.,
COLLECTOR OF CUSTOMS,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. R/1466, dated 20th instant, together with a list of articles shown in the Schedules of the Indian Tariff Act, having an annual trade of less than Rs. 5,000 and to inform you in reply that my Committee are of opinion that all the items enumerated in the said list might be omitted from the Annual Statement with the exception of Item 16.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX J.

TRANS-PERSIAN RAILWAY.

No. 546.

CHAMBER OF COMMERCE,
KARACHI, 17th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to confirm the following telegram despatched to you yesterday :—

"This Chamber has wired Foreign Office, Simla, as follows :—Begins—Chamber is informed that hypothecation of Persian Revenues is under consideration to support local Persian railway to Persian Gulf and that decision will be arrived at by British Foreign Office this week. Chamber urge that larger scheme of Trans-Persian railway linking Russian and Indian railway systems is more deserving

of support. Chamber would further urge that British Government be asked by cable not to assent to hypothecation of Persian surplus revenues for local railway till claims of India for railway communication with Persia and Europe be first thoroughly considered—Ends.

Committee hope that your Chamber can support this representation by similar telegram."—I am, etc.,

E. L. ROGERS.
Secretary.

No. 554.

CHAMBER OF COMMERCE.

KARACHI, 18th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In continuation of my letter of yesterday *re* a Trans-Persian Trunk Railway to India, I beg to enclose herewith a copy of this Chamber's letter of yesterday to the Government of India on this subject.

My Committee hope that the Bombay Chamber has been able to see its way to support the representation made to the Government of India in regard to the proposed Indo-European Trunk Railway.—I am, etc.,

E. L. ROGERS.
Secretary.

No. 545.

CHAMBER OF COMMERCE.

KARACHI, 17th October 1911.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FOREIGN DEPARTMENT,
Simla.

DEAR SIR,—On the occasion of His Excellency The Viceroy's visit to Karachi in April last this Chamber presented an Address of Welcome to Lord Hardinge in the course of which the following reference to the proposed Trans-Persian Railway appeared :—

"The question of linking India with Europe by means of a Trans-Persian Railway is now engaging the attention of European

financiers. The Chamber notice that the proposal has taken the form of connecting the Russian Railways of the Caucasus with the Indian Railway System at Nushki. We would respectfully submit for Your Excellency's consideration that the best route for such a line of communication would be by way of Bam, Southern Baluchistan, (*i.e.* Panjgur) and Karachi. This route would have the advantage of tapping fertile country and moreover would find its terminus in a rising commercial seaport."

To this representation His Excellency replied:—

"It is impossible to say at present whether or when the proposed Trans-Persian line will become a realisable project. The present situation in the South of Persia is not one which offers much encouragement to capitalists to finance such schemes but the question of the construction of this line has been under the serious consideration of the Government of India; and the claims of Karachi as a terminus of a line passing through Southern Baluchistan have not been lost sight of."

It has now been brought to the notice of my Committee that the question of hypothecating surplus Persian Revenues with the object of guaranteeing a local railway to the Persian Gulf is now under consideration. As such a hypothecation would in all probability indefinitely postpone the construction of an Indo-European trunk Railway through Persia, my Committee decided to wire to you as under:—

"Chamber is informed that hypothecation of Persian Revenues is under consideration to support local Persian railway to Persian Gulf and that decision will be arrived at by British Foreign Office this week. Chamber urge that larger scheme of Trans-Persian railway linking Russian and Indian railway systems is more deserving of support. Chamber would further urge that British Government be asked by cable not to assent to hypothecation of Persian surplus revenues for local railway till claims of India for railway communication with Persia and Europe be first thoroughly considered."

The Committee trust that the Government of India have been able to see their way to take action as indicated above.—I have, etc.,

E. L. ROGERS,
Secretary.

No. 868 of 1911.

CHAMBER OF COMMERCE,

BOMBAY, 19th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your telegram, dated 16th instant, regarding the hypothecation of Persian Surplus Revenues for local Persian Railway to Persian Gulf, and to inform you that my Committee regret they cannot see their way to approach Government on the subject.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX K-1.

RAILWAY RISK NOTES B. AND H.

No. 923 of 1910.

CHAMBER OF COMMERCE.

BOMBAY, 12th November 1910.

MESSRS. CRAIGIE BLUNT AND CAROE,
Bombay.

DEAR SIRS,—I am directed to submit the accompanying correspondence to you and ask your opinion as to the course the Chamber should pursue in the matter so as to best safeguard the interests of trade.

As will be seen it is proposed to assimilate the Indian Risk Notes, B. & H. to those in use in England. My Committee desire to know whether the alteration would be beneficial to the Commercial Community, or on the other hand would the change make it more difficult to fix responsibility and recover loss from Railways in India?

As the matter is urgent my Committee will be obliged by your kindly favouring them with an early expression of your opinion.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 24th November 1910.

The SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are in receipt of your letter of the 12th instant and its enclosures which have had our careful attention.

Your Committee wish to know.—

(*a*) Whether the proposed alteration in the form of risk notes would be beneficial to the Commercial Community; and

(*b*) Whether the change would make it more difficult to fix responsibility and recover loss from Railways in India.

Your Committee further wish to know our opinion as to the course which the Chamber should pursue in the matter so as to best safeguard the interests of trade.

We should much have preferred before advising upon these points to have had before us a complete copy of the risk notes used on English Railways as well as of those used on Indian Railways, but as these are not available we will give the best opinion we can on the materials before us.

We understand that the only alteration which it is proposed to make is to insert the clause in use on English Railways, which is set out in the letter from the Railway Board to you No. 1487 R. T. of the 27th of October 1910, in lieu of the clause at present in use on Indian Railways in the risk notes forms B & H which is also set out in the last mentioned letter.

We think that the proposed alteration is partly beneficial to the Commercial Community and partly not so.

As the clause stands at present in use on Indian Railways, the Railway Companies are exempted from all responsibility for any loss, destruction or deterioration of, or damage to, a consignment from any cause whatever unless the loss is the loss of a complete consignment or of one or more complete packages forming part of a consignment and unless also such loss is due to the wilful neglect of the Railway Administration or to thefts by its servants, transport agents or carriers employed by them or to the wilful neglect of those servants, transport agents or carriers but the term 'wilful neglect' is not to be held to include fire, robbery from a running train or any other unforeseen event or accident.

The wording of the clause is by no means clear. For instance it is difficult to conceive how the term 'wilful neglect' could include fire or robbery. What is probably intended is that the Railway Company are to be exempted from responsibility for loss by fire or robbery even though such fire or robbery should arise from the wilful neglect of their servants, etc.

As the clause at present stands, however, the Railway Company are not exempted from responsibility for losses arising from misdelivery, delay or detention unless those losses are occasioned by deterioration or damage to the goods, arising out of such misdelivery, delay or detention. It is responsibility for the loss *of* goods from which they are, subject to the qualifications above mentioned, exempted. They are not exempted from loss or damage sustained by the owner of goods, arising from misdelivery, delay or detention of such goods, unless such loss should consist of deterioration of or damage to the goods.

For instance if goods were delivered by a Railway Company to the wrong person it could not be said that the goods were lost. The person, however, to whom the goods ought to have been delivered might suffer a loss by reason of their not having been delivered to him entirely apart from any deterioration of or damage to the goods and for that loss the Railway Company would, we think, under the existing clause, be liable.

Again if goods were delayed or detained the person entitled to the delivery might very possibly suffer a loss. If that loss should consist merely of deterioration of or damage to the goods then, under the existing clause, the Railway Company would, we think, be exempted, but if the loss should not consist of deterioration of or damage to the goods, then the Railway Company would, we think, be liable.

Under the clause which it is proposed to substitute for the present clause the Railway Company will be exempt from liability for loss, damage, misdelivery, delay or detention except upon proof that the same arose from wilful misconduct on the part of the Company's servants.

It will be observed that the Company are not exempted, as in the existing clause, from responsibility from loss of the goods only.

They are exempted from all losses, *i.e.*, as we read it, all losses sustained by the owner of the goods, unless it be proved that the same were due to misconduct of the Company's servants.

If misconduct on the part of the Company's servants be proved the Railway Company under the proposed new clause would be liable, even though the loss was not a loss of an entire consignment nor a loss of one or more complete packages forming part of a complete consignment and to this extent the position of merchants would be better under the proposed new clause than it is under the existing one.

But on the other hand, even if an entire consignment were lost owing to the wilful neglect of the Company's servants the Railway Company would not be liable under the proposed new clause because wilful neglect is not misconduct and it would be necessary, under the new clause, to prove misconduct on the part of its servants in order to establish the liability of the Company.

In the same way in the case of misdelivery, delay or detention even of an entire consignment the Railway Company would not be liable under the proposed new clause unless misconduct on the part of its servants were proved.

Forder *vs.* Great Western Railway Co., 21, Times Law Reports, p. 625, is an authority which shows clearly that wilful neglect is not wilful misconduct.

Further under the proposed new clause, the wilful misconduct must be wilful misconduct on the part of "the Company's servants." The words "Transport Agents or carriers employed by them" (that is, by the Railway Administration) which appear in the existing clause do not appear in the proposed new clause, and it might be contended that the word "servants" does not include "Transport Agents or carriers employed by" the Company although there is a case under the Railway and Canal Traffic Act, 1854, Section 7 in England in which it was held that the word "servants" in that act meant not merely servants, properly so called, but also the Agents (not strickly servants) employed by Railway Companies to do for them the work which they had under a contract with others to perform. (Thomas Doolan and the Directors of the Midland Railway Company, 2 Appeal Cases, 1876-77, page 792). It might be held under

the authority of this case that the word "Servants" in the proposed new clause includes "Transport Agents or carriers employed by the Railway Company." But it would be more satisfactory if all doubt were removed by the insertion in the proposed new clause of the words omitted.

It will be seen therefore that the proposed new clause does not in every respect improve the position of traders.

We think, however, that the proposed new clause is much clearer than the existing clause and that if it were adopted parties would know exactly how they stand that is to say that the Company would be liable for loss, damage mis-delivery, delay or detention if misconduct on the part of its servants were proved, but that, it would not be liable for loss, damage, mis-delivery, delay or detention, unless such wilful misconduct were proved and therefore would not be liable for loss, damage, mis-delivery, delay or detention arising from neglect of the Company's servants, even though such neglect should be wilful neglect.

We would recommend the Chamber to approve of the adoption of the new clause, subject to the addition of the following words after the word "servants," *viz.*—

"Or Transport Agents or carriers employed by the Company."—
We are, etc.,

CRAIGIE, BLUNT & CAROE.

CHAMBER OF COMMERCE.

MADRAS, 13th December 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter of the 9th instant, I beg to enclose copy of a letter which this Chamber has addressed to the Railway Board on the subject of assimilating Indian Railway Risk Note Forms B. and H. to those in force in England.—I remain, etc.,

A. E. LAWSON,
Secretary.

CHAMBER OF COMMERCE,
MADRAS, 2nd November 1910.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—In reply to your letter of the 4th October, on the subject of assimilating the Indian Railway Risk Note Forms B. and H. to those in force in England, I have the honour to inform you that the Chamber approves of the proposal, and trusts that the Railway Board will authorise the adoption, and that the Railways will see their way to effecting the change without increasing present rates.—I have, etc.,

H. S. FRASER,
Chairman.
A. E. LAWSON,
Secretary.

No. 610.

CHAMBER OF COMMERCE,
KARACHI, 23rd December 1910

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Railway Risk Notes B. and H.

DEAR SIR,—I am directed to acknowledge, with thanks, receipt of your letter of 9th December 1910 on the above subject, and to state that the Committee of this Chamber have, in reply to the Railway Board's letter No. 1385 of 4th October 1910, expressed their opinion that the Railway Risk Notes B. and H. should be assimilated to those in use in England. A copy of this Chamber's reply, dated 21st October 1910, is enclosed for your information.—I am, etc.,

E. L. ROGERS,
Secretary.

No. 520.

CHAMBER OF COMMERCE,

KARACHI, 21st October 1910.

The SECRETARY, RAILWAY BOARD,

Simla.

SIR,—I have the honour to acknowledge receipt of your letter No. 1385-R. T., dated 4th October 1910, stating with reference to representations which have been made regarding the assimilation of Railway Risk Notes B. and H. to those in use in England, that the Railway Board are prepared to take the matter in hand.

In reply, I am directed to state that the Managing Committee of Chamber have carefully considered the matter and are of opinion that the Risk Notes B. and H. should be so assimilated.—I have, etc.,

E. L. ROGERS,
Secretary.

No. 1990-1910.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 21st December 1910.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Railway Risk Notes B. and H.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 1000, dated 9th December, with reference to these forms of Risk Note.

2. The remarks made in the letter from Messrs. Craigie, Blunt and Caroe, of which you forwarded a copy, have been considered by the Committee of this Chamber. Prior to receiving your communication they had decided to reply to the Railway Board to the effect that, in their opinion, the Risk Note might be allowed to continue in its existing form for some time longer. Their reason for making this suggestion is that they understand the railways will raise rates if their

liability under the note be enlarged. I am to attach for your information and consideration a copy of the draft letter in which the Committee propose to put forward the suggestion. They will be glad to be favoured with an expression of the views of your Chamber upon it, and they will of course defer taking action until these are before them.—I am, etc.,

H. M. HAYWOOD,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, December 1910.

The SECRETARY TO THE GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT (Railway Board).

SIR,—I am directed to acknowledge the receipt of your letter No. 1385-R.T., dated 4th October 1910, with reference to Railway Risk Notes B. and H.

2. The Committee of the Chamber understand that the Railway Board have been asked to revise these Risk Notes, in such a way as to bring them into conformity with the notes used upon Railways in England. This proposal the Board are, you state, prepared to consider. But before taking it up you invite the attention of the Chamber to the possibility of its adoption resulting in an enhancement of the rates at which goods are carried under the Risk Notes. You request to be furnished with the views of the Chamber upon the proposal regarded from this standpoint.

3. The suggestion that the Indian Risk Note Form should be assimilated to the form used in England has been before the Committee on previous occasions; and it was supported by the late Mr. Thos. Robertson, in paragraph 210 of his report on the Indian Railways. The position of the Chamber is that, in 1905, the Committee agreed to the following resolution, which was adopted at the Conference of Indian and Ceylon Chambers of Commerce held in that year, namely:—

> That while this Conference has learnt with satisfaction that the injury, which the public has hitherto sustained from the unjustifiably arbitrary nature of the indemnity embodied in the conditions of the Owner's Risk Consignment Note Forms "B" and "H" has at last received recognition by the Indian Railway

Companies, it is not considered that in certain respects the modifications, which received the assent of the Indian Railway Conference Association of October 1904, are well calculated to operate fairly to both the public and the railway administrations and it is resolved that the Government of India be recommended to sanction the adoption of the following amendment which was moved at the Railway Conference.

That the words after "except for" in line 15 Risk Note Form "B" down to the word "consignments" in line 16, be omitted and the following substituted :—

"Shortage in respect either of the delivery of the number "of items forming such consignment, or in the total weight "thereof, subject to the proviso that 5 per cent. is allowed on "all consignments not weighed in detail, but averaged, and that "the Railways admit pilferage."

"And that a similar alteration be made to Risk Note Form "H" as revised by the Committee."

4. It is within the knowledge of the Board that this Resolution was submitted to Government in due course, and that the terms of the Risk Notes were ultimately revised. But the changes which were made did not go so far as those suggested by the Conference. The Committee were, however, of opinion that the matter could not very well be pressed further at the time; and on more than one occasion since they have declined to move in it. The object of a Risk Note is of course to relieve the Railways of liability, in consideration of their having agreed to accept a lower rate of freight. And the Committee have always recognised that, if the terms of the Note be so modified as greatly to enlarge the liability of the Railway, the latter may raise the rates. They understand also that the Risk Note in its present form is regarded by the Railways as so unsatisfactory, that an enhancement has been already mooted. In these circumstances, it seems to the Committee that the question of further revision might very well be allowed to stand over for the present. They would be disposed to continue the existing Risk Note for a few years longer, and if, by the end of that time, complaints on the part of the trade have become general, its provisions might be re-considered.—I have, etc.,

Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 5th January 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In acknowledging receipt of your letter No. 1004, dated 9th ultimo, I beg to say that the matter is under consideration of my Committee and a reply will be sent you shortly.—I am, etc.,

A. SHAKESPEAR,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 16th January 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In continuation of my letter of 8th instant, acknowledging your letter No. 1004, dated 9th December 1910, I am directed to say that the Committee have decided not to take further action in the matter meantime.—I am, etc.,

A. SHAKESPEAR,
Secretary.

No. 50 of 1911.

PUNJAB CHAMBER OF COMMERCE,
DELHI, 19th January 1911.

The SECRETARY, CHAMBER OF COMMERCE
Bombay.

DEAR SIR,—In reply to your letter No. 1003 of 1910, dated 9th December 1910, regarding the revision of Risk Note Forms B & H. I am to say that my Committee approve of the suggestion made by your Chamber that, as the question is a matter which affects the trade of India it would be well that it should be discussed by all Chambers of Commerce so that, if possible, a definite suggestion supported by all interests be submitted to the Railway Board.

In the meantime my Committee would beg to submit, for your Committee's consideration, the following amendment in the present Risk Note Form :—

Indian Railways present Risk Note Forms B. & H.	Amended Form as proposed by the Punjab Chamber of Commerce.
From all responsibility for any loss, destruction, or deterioration of, or damage to, the said consignment from any cause whatever except for the loss of a complete consignment or of one or more complete packages forming part of a consignment due to the wilful neglect of the Railway Administration or to thefts by or to the wilful neglect of its servants, transport agents or carriers employed by them provided the term "wilful neglect" be not held to include fire, robbery from a running train or any other unforeseen event or accident.	From all responsibility for any loss, destruction, or deterioration of, or damage to, the said consignment from any cause whatever, except for the loss of a complete consignment, or of one or more complete packages forming part of a consignment, due to the wilful neglect of the Railway Administration or to thefts or to the wilful neglect of its servants, transport agents or carriers employed by them provided the term "wilful neglect" be not held to include fire, or any other unforeseen event or accident.

It is to be observed that in the amended form as suggested by my Committee the onus lies with the Railway Companies to prevent thefts, which for obvious reasons is reasonable.—I am, etc.,

A. C. BAINES,
Secretary.

No. 164 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 22nd February 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge your letter No. 1990 of the 21st December last, together with a copy of a letter you propose forwarding to the Railway Board.

Information has been received that the Karachi and Madras Chambers have already agreed to the assimilation of the Indian Railway Risk Note Forms B. and H, to those in force in England

My Committee consider it desirable to also assent to the change if, as they understand the onus of proving that there was no wilful misconduct lies on the Railway Companies.

If, however, you can show that this supposition is incorrect and that the onus of proof rests with the owners of goods, my Committee are prepared to reconsider the matter with a view to supporting your proposal to continue the existing Risk Note for some time longer.— I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 166 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 22nd February 1911.

MESSRS. CRAIGIE, BLUNT & CAROE,
Bombay.

DEAR SIRS,—With reference to your letter of the 24th November 1910, regarding Indian Railway Risk Notes, Forms B and H, I am desired by my Committee to ask your opinion on the following point:—

(*a*) As regards Indian Risk Notes, and (*b*) as regards English Risk Notes, in case of loss, damage, etc., does the onus of proving that there was not wilful misconduct lie on the Railway Company, or does the onus of proving that there was wilful misconduct lie on the owners of goods?

An early expression of your opinion will oblige,

Yours faithfully,

J. B. LESLIE-ROGERS.
Secretary.

BOMBAY, 1st March 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We beg to acknowledge the receipt of your letter of the 22nd ultimo. Your Committee desire us to state our opinion on the

following points, namely, whether (*a*) as regards Indian Risk Notes and (*b*) as regards English Risk Notes in cases of loss, damage, etc., the onus of proving that there was not wilful misconduct will lie on the Railway Company, or whether the onus of proving that there was wilful misconduct will lie on the owners of the goods.

We would first point out that in the Indian Risk Notes at present in use the term "wilful misconduct" is not used. The term "wilful neglect" is the term used.

The two things are by no means the same as we have already pointed out in our previous letter.

We presume that the questions on which the Committee wish to be advised are—

(*a*) Whether under the present form of Indian Risk Note the onus of proving wilful neglect will lie on the owners of the goods or whether the onus will lie on the Company to prove that there was no wilful neglect.

(*b*) Whether under the English form of Risk Note a similar onus will lie upon the owners of the goods or on the Company as to wilful misconduct.

By the terms of the present Indian Risk Note, Forms B and H, Indian Railway Companies are exempted from all responsibility for any loss, destruction or deterioration of or damage to a consignment from any cause whatever, unless the loss is the loss of a complete consignment or of one or more complete packages forming part of a consignment and unless also such loss is due to the *wilful neglect* of the Railway Administration or to thefts by its servants, transport agents or carriers employed by them or to the wilful neglect of those servants, transport agents or carriers, but the term "wilful neglect" is not to be held to include fire, robbery from a running train or any other unforeseen event or accident.

Under the Risk Note in use in England Railway Companies are exempted from liability for loss, damage, misdelivery, delay or detention, except upon proof that the same arose from *wilful misconduct* on the part of the Company's servant.

We are of opinion that if goods carried under the present Indian Risk Note are lost or damaged, etc., the onus of proving that there was wilful neglect will fall on the owners of the goods.

It is enacted by Section 76 of the Indian Railways Act (IX of 1890) that in any suit against a Railway Administration for compensation for loss, destruction or deterioration of animals or goods delivered to a Railway administration for carriage by Railway, it shall not be necessary for the plaintiff to prove how the loss, destruction or deterioration was caused.

Reading this Section alone it might appear that the onus would be on the Railway Company to prove that there was no wilful neglect; but the Section must be read in conjunction with the rest of the Act and, with respect to the point now in hand, in conjunction with Section 72 and that Section refers to Sections 151, 152 and 161 of the Indian Contract Act and Section 76 must therefore also be read in conjunction with those Sections of the Indian Contract Act.

Under Section 72 of the Railway Act the responsibility of the Railway Company is declared to be that of a bailee under Sections 151, 152 and 161 of the Indian Contract Act.

Under Sections 151 and 152 of the Contract Act a bailee is only bound to take as much care of the goods bailed to him as a man of ordinary prudence would take of his own goods and if he does that he is not liable for loss or damage.

If he does not do that he is liable.

There may however be a want of care, such as a man of ordinary prudence would take of his own goods and yet be a want of care which would fall short of wilful neglect.

In such a case a bailee under the Contract Act would be liable.

In the same way in a similar case, a Railway Company, in the absence of a special contract to the contrary, would also be liable.

Section 76 of the Railway Act is, we think, only intended to apply cases in which there is no special contract, and in which the Company occupies, under Section 72, the position of an ordinary bailee and would not apply to a case where there was a special contract.

The present form of risk note is a special contract and under it the Railway Company are not in the position of ordinary bailee. They are under it only liable in the case of wilful neglect.

In order to recover against the Railway Company, an owner of goods would, we think, have to charge wilful neglect; and if we are right in that opinion, then he would, we think, have to prove the wilful neglect in order to make out a *prima facie* case.

For those reasons we think that the onus would lie on the owner of the goods.

In the English form of Risk Note it is clearly stated that the Company will be exempt from liability except upon proof that there was wilful misconduct on the part of the Company's servants and the onus of proving such wilful misconduct would, we think, be on the owner of the goods (Forder *vs.* G. W. Ry. Co., 1905, 2 K.B., 532).—We are, etc.,

CRAGIF, BLUNT & CAROE.

No. 217 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 10th March 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—With reference to correspondence regarding Indian Railway Risk Note Forms B. and H. ending with my letter of the 22nd ultimo, I now enclose for your information copy of a letter from our Solicitors of the 1st instant, from which it appears that under a Risk Note the onus of proving that there was "wilful neglect" falls upon the owners of the goods. The position in England is the same but in the English forms the words are "wilful misconduct," which seems to my Committee to be a very much more difficult thing to prove than wilful neglect. My Committee are not therefore inclined to agree to Railway Risk Notes B and H. being assimilated to those now in use in England, and concur in the conclusion you arrive at in your draft letter to the Government of India (Railway Department) received with yours of December 21st, that the question might be allowed to stand over for the present. You will notice, however, that my Committee's reasons for their decision are not the same as those mentioned in your draft letter.

At the same time my Committee agree with your Chamber that, if the terms of the Notes were so modified as greatly to enlarge the liability of the Railway and so lead to a possible increase of rates this would be an additional reason for postponing action as your Chamber suggests.

Before taking any further action in this matter, my Committee will await a reply from your Chamber.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 624 OF 1911.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 29th March 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Risk Note Forms B. and H.

DEAR SIR,—I am directed to acknowledge the receipt of your letters, dated 22nd February and 10th March, with reference to the proposed assimilation of these risk notes to the form used on the English Railways.

2. The Committee of this Chamber note that your Committee now agree with them that it is inadvisable to press this proposal. They have accordingly forwarded to the Railway Board the draft letter, of which I sent you a copy. They have however modified the last paragraph to bring it more into conformity with the views which your Committee entertain. A copy of the letter, as amended, is attached hereto for your information.—Yours, etc.,

H. M. HAYWOOD,
Secretary.

No. 623 OF 1911.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 29th March 1911.

The SECRETARY TO THE GOVERNMENT OF INDIA,

RAILWAY DEPARTMENT (RAILWAY BOARD).

SIR,—I am directed to acknowledge the receipt of your letter No. 1385 R. T., dated 4th October 1910, with reference to Railway Risk Notes B and H.

2. The Committee of the Chamber understand that the Railway Board have been asked to revise these Risk Notes in such a way as to bring them into conformity with the Notes used upon Railways in England. This proposal the Board are, you state, prepared to consider. But before taking it up you invite the attention of the Chamber to the possibility of its adoption resulting in an enhancement of the rates at which goods are carried under the Risk Notes. You request to be furnished with the views of the Chamber upon the proposal regarded from this standpoint.

3. The suggestion that the Indian Risk Note form should be assimilated to the form used in England has been before the Committee on previous occasions; and it was supported by the late Mr. Thos. Robertson, in paragraph 210 of his report on the Indian Railways. The position of the Chamber is that in 1905, the Committee agreed to the following resolution which was adopted at the Conference of Indian and Ceylon Chambers of Commerce held in that year, namely:—

> That while this Conference has learnt with satisfaction that the injury, which the public has hitherto sustained from the unjustifiable arbitrary nature of the indemnity embodied in the conditions of the owner's risk consignment note forms "B and H" has at last received recognition by the Indian Railway Companies, it is not considered that in certain respects the modifications which received the assent of the Indian Railway Conference Association of October, 1904, are well calculated to operate fairly to both the public and the railway administrations, and it is resolved that the Government of India be

recommended to sanction the adoption of the following amendment which was moved at the Railway Conference :—

That the words after "except for" in line 15, risk note form "B," down to the word "consignment" in line 16 be omitted and the following substituted :—

"Shortage in respect either of the delivery of the number of items forming such consignment, or in the total weight thereof, subject to the proviso that 5 per cent. is allowed on all consignments not weighed in detail, but averaged. and that the Railways admit pilferage."

"And that a similar alteration be made to risk note form "H" as revised by the Committee."

4. It is within the knowledge of the Board that this resolution was submitted to Government in due course, and that the terms of the Risk Notes were ultimately revised, but the changes which were made did not go so far as those suggested by the Conference. The Committee were, however, of opinion that the matter could not very well be pressed further at the time ; and on more than one occasion since, they have declined to move in it. The object of a Risk Note is of course to relieve the Railways of liability, in considera tion of their having agreed to accept a lower rate of freight. And the Committee have always recognised that, if the terms of the Notes be so modified as greatly to enlarge the liability of the Railways the latter may raise the rates. They have also come to the conclu sion that the assimilation of forms B and H to those used in England would be of doubtful benefit, and in the circumstances they think that further revision of the Indian risk notes need not be undertaken at present.—I have, etc.,

H. M. HAYWOOD,
Secretary.

TELEGRAM, DATED DELHI, 30TH March 1911

From—PUNJAB CHAMBER OF COMMERCE.

To—BOMBAY CHAMBER OF COMMERCE.

The Hon'ble Mr. Clarke meets this Chamber on Saturday first April. What conclusion has your Committee come to over our suggestion regarding Risk Notes B. and H ?

TELEGRAM, DATED BOMBAY, 30TH March 1911.

From—BOMBAY CHAMBER OF COMMERCE.

To—PUNJAB CHAMBER OF COMMERCE.

My Committee have not definitely minuted on your suggestion but have now decided not to support proposal for assimilation of Indian forms to those used in England.

No. 295 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 6th April 1911.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. 1395 R. T., dated 4th October 1910, in which you advise that representations have been made to your Board that Railway Risk Notes B. and H. should be assimilated to those now in use in England and you ask for the opinion of my Committee on this suggestion.

You further advise that the Board are prepared to take this matter in hand, but before doing so wish to point out that if these Risk Notes were altered so as to throw greater liabilities on Railway administrations, the latter would be in a position to raise their rates for the carriage of goods to the maxima they are authorised to quote.

From the commercial point of view this possibility is a very important one, and my Committee have given your letter most careful consideration, their final decision being that as the assimilation might lead to increased charges upon trade, it is not advisable, at any rate, at present, to alter the two Risk Note forms in question in the manner suggested to your Board.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX K-2.

DAMAGE BY FIRE TO GOODS IN TRANSIT BY RAIL.

THE BOMBAY FIRE INSURANCE ASSOCIATION,

BOMBAY, 9th March 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—Our Committee's attention has been drawn to your circular, dated 7th July 1910, giving copy of a letter from the General Traffic Manager of the G. I. P. Railway Company notifying that the Railway Company will not be responsible for any damage arising to goods from fire.

2. From para. 2 of the Traffic Manager's letter, it would appear that cotton is frequently carried in specially constructed spark-proof waggons; that the Engines are fitted with spark arrestors and that "as far as the Railway is concerned every thing possible is done to "protect the goods against fire." The following report communicated by a member of this Association shows, however, that the method of conveying cotton does not always coincide with the statements made in the Traffic Manager's letter referred to above:—

> A train containing full-pressed bales of cotton in open bogie trucks covered with tarpaulins from Akola to Bombay took fire on the 7th February soon after leaving the station of departure. The fire was discovered in a truck con aining 218 bales of cotton and was the third truck from the engine. The train was stopped at a small wayside station called Dhapki, about 5 miles from the station of departure, where there was no water and the truck was detached and left there to burn itself out. The same train took fire 20 miles further on when 8 bales were damaged in another

truck, but being near a big station where there were fire appliances available, the fire was extinguished before it could cause any serious loss.

3. In view of the above, and as the Committee understand that the new 40-ton open bogie trucks have been specially constructed for the cotton trade, we are directed to request that you will be so good as to ask the Railway Company whether they have abandoned the idea of carrying cotton solely in spark-proof trucks.

4. We have also to draw your attention to the casual way in which the above fire has been dealt with. In reply to a communication as to why consignees were not apprised immediately on the fire occurring, the Railway Company say they "accept no responsibility as to advice in fire cases being sent to consignees in time." Instances have come to the Committee's knowledge in which the consignees did not hear of the fire till long after its occurrence. In one case the consignees heard of the loss referred to above, which occurred on the 7th, ten days later; in another the consignees received no official intimation of the fire; a surveyor while assessing the loss to certain of the cotton in the burnt truck happened to discover that other consignees were interested and were insured with the Company who had sent him to survey the loss.

5. The Railway Company in the concluding para. of their letter to you state that the risk of fire is one which should be covered in the usual way by insurance, but our Committee would ask you to point out to them that the existing rates for Insurance were fixed on the assumption that the bulk, if not all, of the traffic would be in "spark-proof wagons" and that the Engines would in all cases be fitted with spark arrestors. If the conditions are not as assumed and if cotton is to be carried in open trucks without adequate protection and exposed to the danger of sparks from Engines not fitted with spark arrestors, the Committee will have to consider the question of increasing the Insurance Rates to a figure commensurate with the degree of risk involved.—We are, etc.,

A. F. FERGUSON & Co.,

Secretaries.

No. 293 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 6th April 1911.

The SECRETARY, BOMBAY FIRE INSURANCE ASSOCIATION,
Bombay.

DEAR SIR,—We are in receipt of your letter of the 9th ultimo referring to a letter from the General Traffic Manager of the G. I. P. Railway Company to the Chamber, dated 17th June 1910, notifying that the Company will not be responsible for any damage arising to goods from fire.

You infer from the Traffic Manager's letter that cotton is "frequently carried" in specially constructed spark-proof wagons, but further on you give an instance in which two fires had occurred in a train carrying cotton in open bogie trucks covered with tarpaulins from Akola to Bombay.

In view of the information given you ask my Committee to be so good as to enquire from the Railway Company whether they have abandoned the idea of carrying cotton "solely" in spark-proof trucks. Your letter has been circulated to many members of this Chamber, as also to the Traffic Managers of the two Railway Companies, and from one of their minutes it appears that the consignment in question was loaded in open wagons covered with tarpaulins, and that this practice has been followed for years. The covered stock of the G. I. P. Railway does not permit of the whole cotton crop being moved in covered wagons, and if this is insisted upon there would be great delay in moving the crop. The G. I. P. Railway, we are advised, have never undertaken to carry the whole crop in covered wagons, and to do so it is at present apparently impossible. The bulk of the cotton on this Railway is said however to be carried in covered spark-proof wagons and the Railway deny that the open bogies referred to were especially built for this trade. They greatly regret the two fires you refer to, but argue that under the conditions of business it cannot be urged that a prudent man would have delayed the goods until he could have got covered wagons tarpaulins being generally supposed to be a good protection.

My Committee are glad to note from your letter that existing rates for Insurance were fixed on the assumption that the bulk of the traffic would be in spark-proof wagons, and judging from the minute of the Traffic Manager of the G. I. P. Railway, the bulk of their cotton is so carried, a statement which my Committee hope will be satisfactory to the members of your Association.

As regards the delay in advising the consignees of the cotton burnt to which you call attention in para. 4 of your letter, we understand that the Railway Company admit and regret this, excusing themselves on the ground that it was owing to references having to be made to the forwarding station to ascertain to whom the goods belonged. Steps have however been taken which my Committee hope will enable prompt advice to be given in future.

The question under discussion is one in which my Committee are much interested, and if any further fires come to the notice of your Association, my Committee will be glad to have full details for further action, if necessary.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 12th April 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We have to acknowledge the receipt of your letter No. 293 of the 6th instant and to thank you for the trouble you have taken in the matter.

Our Committee will have much pleasure in complying with the request contained in the last paragraph of your letter.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

THE BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 17th May 1911.

The SECRETARY, CHAMBER OF COMMERCE.
Bombay.

DEAR SIR,—We forward herewith copy of correspondence which a Member of this Association has sent in regarding fires which took place in Railway wagons as follows :—

Wagon No. 1750, Amalapuram to Nagpore.

Wagon No. 1825, Rajmahendri to Nagpore.

The attitude of the Railway Company would appear to be most obstructive. Consignees of goods or the Insurance Companies, who have paid the loss on goods damaged by fire while in transit, are surely entitled to some information as to the occurrence of fire.

In the two particular instances our Committee would suggest that the G. I. P. Railway Company should give the following information :—

1. Are wagons Nos. 1750 and 1825 closed wagons ?
2. What were the contents of the wagons when the fires took place ?
3. When (date and time) were each of the fires first observed ?
4. Were steps taken to extinguish the fires ?
5. Can any cause be ascribed for the fires ?
6. Was notice sent to the consignees that the fires had occurred, and if so, when ?

The G. I. P. Railway's reply of the 26th ultimo appears to our Committee to be a refusal to give any information, which is most regrettable, and we write to ask you to lend your assistance by approaching the G. I. P. Railway in the matter.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries

BOMBAY, 28th April 1911.

The BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—We are in the habit of accepting risks in respect of goods forwarded by rail and beg to enclose the correspondence that took place between the Railway Company and ourselves which so far has not given us any satisfaction.

Apart from the fact that these accidents happened at short intervals for the same insured, both took place on the same line not far from Nagpore (place of destination) and this leads us to believe that there must be something wrong somewhere.

We may still add that these risks are booked on the condition that goods are despatched in full wagon loads (closed wagons) and, apart from the cause of fire, we are even left into the dark whether the Railway forwarded the goods in closed wagons or not.

We also enclose a copy of the letter the consignee received from the Railway which neither says anything.

We shall feel obliged by your taking up this case with the Railway and to inform us of the result.—Yours faithfully.

(Sd.)

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1. To the DEPUTY TRAFFIC MANAGER (COMMERCIAL),
G. I. P. RAILWAY, BOMBAY.

BOMBAY, 23rd February 1911.

"We shall thank you to let us know the exact cause of fire to Wagon No. 1750 while coming from Amalapuram to Nagpore containing cocoanuts and copra belonging to Mr. Hajee Hassen Dada."

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2. To the DEPUTY TRAFFIC MANAGER (COMMERCIAL),
G. I. P. RAILWAY, BOMBAY.

BOMBAY, 1st March 1911.

Re *burnt wagon of cocoanuts and copra at Nagpore.*

"We wrote you on the 23rd February regarding the abovementioned claim and regret to note that up-till now we have not received any reply.

"Kindly do so at your earliest convenience, and oblige."

3. From the DEPUTY TRAFFIC MANAGER (COMMERCIAL), G. I. P. RAILWAY, BOMBAY.

BOMBAY, 7th March 1911.

Wagon No. 1750, *booked from Amalapuram to Nagpore.*

"I beg to acknowledge receipt of your letter, dated 23rd February 1911, and to say that a further reply will be sent as soon as the Railway Company's inquiries are completed."

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4. To the DEPUTY TRAFFIC MANAGER (COMMERCIAL), G. I. P. RAILWAY, BOMBAY.

BOMBAY, 10th March 1911.

Wagon No. 1750 *booked from Amalapuram to Nagpore.*

"We are in receipt of your letter No. 7457 'Commercial' of the 7th instant, *re* the above and note that inquries are going on.

"Meanwhile we settled the extent of the loss on the goods, *i.e.*, Rs. 1,200 with the owner, in anticipation of our settling same between ourselves. *Wagon No.* 18-5, *Rajmahendri to Nagpore.* We are further reported that a fire occurred in this wagon at Borkhedi Station which resulted into a loss of about Rs. 2,500, for which you will please make the necessary investigation."

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5. To the DEPUTY TRAFFIC MANAGER (COMMERCIAL), G. I. P. RAILWAY, BOMBAY.

BOMBAY, 16th March 1911,

"We beg to invite your attention to our letter of 10th March 1911 and regret to observe that up till now we have not received any reply.

"Kindly do so at your earliest convenience as the merchant is pressing us for the payment of claim.

"Awaiting an early reply."

6. From the DEPUTY TRAFFIC MANAGER (COMMERCIAL), G. I. P. RAILWAY, BOMBAY.

BOMBAY, 27th March 1911.

Wagon No. 1750 *booked from Amalapuram to Nagpore.*

"I beg to say that I can only give the information you require with the consent of the consignee."

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7. To the DEPUTY TRAFFIC MANAGER (COMMERCIAL), G. I. P. RAILWAY, BOMBAY.

BOMBAY, 5th April 1911.

Wagon No. 1750 *booked from Amalapuram to Nagpore, and wagon No.* 1825 *booked from Rajmahendri to Nagpore.*

"With reference to your letter of the 27th ultimo, No. 7457 of 1911, we now enclose the original letter of the consignee stating that he has no objection to your supplying us with the information required.

"An early reply to our letter of the 10th March will oblige."

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8. To the DEPUTY TRAFFIC MANAGER (COMMERCIAL), G. I. P. RAILWAY, BOMBAY.

BOMBAY, 12th April 1911.

Wagon No. 1750 *booked from Amalapuram to Nagpore, and wagon No.* 1825 *booked from Rajmahendri to Nagpore.*

"With reference to the above we shall be glad if you will favour us now with the required information as certainly your reports must have been completed long ago, one of the accidents having taken place as far back as February."

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9. From the DEPUTY TRAFFIC MANAGER (COMMERCIAL), G. I. P. RAILWAY, BOMBAY.

BOMBAY, 12th April 1911.

Wagon No. 1750 *booked from Amalapuram to Nagpore and wagon No.* 1825 *booked from Rajmahendri to Nagpore.*

"I beg to say that I much regret I am unable to give you the required information."

No. C. F. 7457.

GREAT INDIAN PENINSULA RAILWAY.
GENERAL TRAFFIC MANAGER'S OFFICE.
BOMBAY, 26th April 1911.

Mr. HAJI HASAN DADA,
c/o THE COMMERCIAL BANKING, TRADING AND
MANUFACTURING AGENCY,
Bombay.

DEAR SIR,—Amalapuram to Nagpore Inv. No. 5 of 27th January 1911.

Rajmahendri to Nagpore Inv. No. 2 of 9th February 1911.

Your No. C 613/2954 of 19th April 1911.

I regret I am unable to say how the fire originated in both these cases.

Yours truly,
R. P. CARRERAS,
Dy. Traffic Manager, Commercial.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 20th May 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to the concluding paragraph of your letter No. 293 of the 6th ultimo, we have to bring to your notice two fires which occurred in wagons laden with cocoanuts and/or copra. Wagon No. 1750 was on the way from Amalapuram to Nagpore and No. 1825 from Rajmahendri to Nagpore; the fire in the latter case took place at a station called Borkhedi No date can apparently be definitely fixed upon as to when the fires actually occurred but the former was probably in February and the latter either in that month or early in March.

Our Committee have perused a copy of the correspondence between the Insurance Company interested in the matter and the G. I. P. Railway; and it occurs to them to invite the Chamber's attention to

the delay on the part of the Railway in answering letters, the insistence on obtaining the consignee's consent before information would be supplied to the Insurance Company and then a refusal to give any particulars.

A copy of the correspondence referred to above is forwarded herewith and we have to suggest that the Chamber might kindly take the matter up with the G. I. P. Railway.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

No. 475 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 1st June 1911.

The SECRETARIES,
BOMBAY FIRE INSURANCE ASSOCIATION.

DEAR SIRS,—I beg to acknowledge receipt of your letter and its accompaniments, dated 20th ultimo, regarding two fires which recently occurred in wagons laden with cocoanuts and/or copra.

My Committee has carefully perused the correspondence submitted and I am instructed to inform you that, in their opinion, the difficulties of the situation have arisen through the Insurance Company referred to in your letter only requesting information as to the "exact cause of the fire"

My Committee understand that the G. I. P. Railway Company is prepared and willing in all such cases to furnish consignees and Insurance Companies (provided consignee's consent has been obtained) with replies to questions put to them, so far as they are able; but the cause of fires in wagons cannot in many instances be ascertained. In this case the cause was unknown.

With regard to the statement contained in the first paragraph of your letter under reply, to the effect that no date could apparently be definitely fixed upon as to when the fires actually occurred, I am to point out that this question does not appear to have been put to the Railway Company, otherwise my Committee are of opinion the information would have been forthcoming.

It would appear there was no delay on the part of the Railway Company in notifying the consignees of the occurrence of the fires in question and my Committee therefore are of opinion that the case of the Insurance Company is not sufficiently strong to justify their approaching the Railway Company in this matter.—I am, etc.,

R. E. GREGOR-PEARSE,
Acting Secretary.

THE BOMBAY FIRE INSURANCE ASSOCIATION.
BOMBAY, 7th June 1911.

The ACTING SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We have to acknowledge the receipt of your letter of the 1st instant which has been submitted to our Committee.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

No. 482 OF 1911

CHAMBER OF COMMERCE,
BOMBAY, 1st June 1911.

The SECRETARIES,
BOMBAY UNDERWRITERS' ASSOCIATION.

DEAR SIRS,—I beg to acknowledge receipt of your letter, dated 17th ultimo, and its accompaniments, regarding damage to goods in transit by rail, and to inform you that my Committee have carefully perused the correspondence submitted.

My Committee are informed there was no intention on the part of the Railway of being obstructive; on the contrary they are prepared and willing in all such cases to furnish information, so far as they are able, to Consignees and Insurance Companies, provided the latter have obtained the consent of the former. In the cases cited, however, it would appear that the only question put to the Railway Company was:—"What was the exact cause of the fires"?

My Committee understand that the cause of fires is, as a rule, unknown, as in this particular case, but they are of opinion that the queries No. 1 to No. 6 in your letter above referred to would have been answered, had the Insurance Company concerned asked for the information.

From the foregoing it will be seen my Committee are of opinion that a sufficiently strong case has not been put before them to justify their addressing the Railway Company in the matter.—I am, etc.,

R. E. GREGOR-PEARSE.
Acting Secretary.

THE BOMBAY UNDERWRITERS' ASSOCIATION.
BOMBAY, 6th June 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are directed to thank you for your letter No. 482 of the 1st instant, the contents of which have been noted by our Committee.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

APPENDIX **K-3.**

RAILWAY RATES OF MANGANESE.

No. 120 R-5.

GREAT INDIAN PENINSULA RAILWAY COMPANY.
AGENT'S OFFICE, VICTORIA TERMINUS,
BOMBAY, 29th December 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I forward, for the information of the Bombay Chamber of Commerce, a copy of para. 1310 of my letter No. 55, dated 17th

December 1910, to my Board of Directors and the correspondence accompanying it, relative to a proposal made by the Chief Commissioner of the Central Provinces that the Bengal-Nagpur Railway should be allowed to quote rates for manganese ore from Nagpur to Calcutta, equal to those charged from Nagpur to Bombay.—I am, etc.,

F. L. MUIR,
For Agent.

Para. 1310 of Agent's letter No. 55, dated 17th December 1910, to the Board.

APPLICATION FROM CHIEF COMMISSIONER, CENTRAL PROVINCES, FOR EQUALIZATION OF RATES FOR MANGANESE ORE FROM NAGPUR TO CALCUTTA AND FROM NAGPUR TO BOMBAY.

APPENDIX G.

1310. I forward copies of the marginally noted correspondence relative to the proposal made by the Chief Commissioner of the Central Provinces that the Bengal-Nagpur Railway should be allowed to quote rates for manganese ore from Nagpur to Calcutta (701 miles) equal to those charged from Nagpur to Bombay (920 miles).

1. Letter No. 1506 R. T., dated 28th October 1910, from the Railway Board, and accompaniments.
2. Letter No. G.G. 5/581/17, dated 15th November 1910, from the Chief Auditor and Accountant, to the Agent.
3. Letter No. Operative R. 920, dated 23rd November 1910, from the General Traffic Manager to the Agent.
4. Letter No. R./3, dated 5th December 1910, from the Agent, to the Secretary, Railway Board.

(ii.) I have replied fully in the matter to the Railway Board in my letter No. 120 R/3, dated the 5th December 1910, and trust the Board will approve of the action taken.

(iii) Copies of the Railway Board's letter and accompaniments are being sent to the Port Trust, in reference to the Port charges, and to the Bombay Chamber of Commerce.

No. 1506 R. T.

APPENDIX G TO AGENT'S LETTER No. 55, DATED 17TH DECEMBER 1910 PARA. 1310, PAGE 2621.

From the SECRETARY, RAILWAY BOARD,
To the AGENT.

SIMLA, 28th October 1910.

I am directed to forward a copy of a letter received from the Central Provinces Government, and to ask that you will kindly let the Railway Board have your views on the proposal therein contained at an early date.

Copy of letter No. 996/VIII-12-33, dated, Nagpur, the 13th August 1910, from W. N. Maw, Esq., I. C. S., Third Secretary to the Chief Commissioner, Central Provinces, C. and I. Department, to the Secretary to the Government of India, Commerce and Industry Department.

I am directed to forward a copy of letter No. 31, dated the 31st May 1910, from the Honorary Secretary, Central Provinces and Berar Mining Association, together with a copy of the remarks by the Chairman of the Association at the Annual General Meeting. The Association again ask for the Chief Commissioner's assistance in obtaining a reduction in the freight charges on manganese ore so as to place Calcutta and Bombay more upon an equality.

2. The subject of the freight charges for manganese has only recently formed the subject of correspondence between the Chief Commissioner and the Railway Board ; and the Chief Commissioner would have declined to re-open the question at this early date were it not for the fact that it appears to him that the remarks of the Chairman in his address to the Association will enable him to place the matter before the Government of India in a different light to that in which it has been viewed by the Railway Board in the enclosed * correspondence. In this Administration's letter No. 1810, the Chief Commissioner supported the Mining Association's proposal that the rates on manganese should be reduced, but the Railway Board decided that they were unable to take the action advocated

* Local Administration's letter No. 1810, dated the 17th November 1909, and Railway Board's reply No. 2192, dated the 15th December 1909.

by the Chief Commissioner. A different course has now been suggested. From Mr. Coggan's address it appears that the Great Indian Peninsula Railway is unable to provide the facilities for carriage which are indispensable to enable the Manganese Companies to meet their engagements. Not only has there been a shortage in wagons at frequent intervals, but for days together there was a total cessation of manganese traffic. If these difficulties were expected to disappear at an early date, the Chief Commissioner would have nothing further to say ; but it appears from paragraphs 20 and 21 of the last report of the Directors of the Great Indian Peninsula Railway Company that similar blocks are likely to recur in any busy season during the next five years. In these circumstances, it appears to the Chief Commissioner to be impossible to expect the manganese exporters to rest contented with the reply that nothing can be done for them for the next five years. The Chief Commissioner is in full agreement with Mr. Coggan in his contention that when the outlet for the minerals is constantly liable to be blocked in the only direction now available, it is reasonable that they should seek assistance in finding an efficient outlet in another direction. A simple solution of the difficulty would be to allow the Bengal-Nagpur Railway Company as a special case to carry manganese from Nagpur to Calcutta at the same charge as it is carried from Nagpur to Bombay by the Great Indian Peninsula Railway. This course would in no way injure the Great Indian Peninsula Railway, because they would always be able to obtain as much traffic as they can dispose of. The present position is disadvantageous to all concerned. The Great Indian Peninsula Railway Company, in order to deal with the manganese traffic, have to send up empty wagons which only tend to block the cotton traffic, on which they could be more usefully employed, and when the manganese wagons get back to Bombay they in return are blocked by the deficiencies of the terminal arrangements. On the other hand, the wagons of the Bengal-Nagpur Railway Company which bring coal from Bengal, have to return empty, because their rates are too high for the manganese traffic. The B. N. Railway are helpless in the matter, because they at present carry the manganese at the minimum rates. The manganese industry in the Central Provinces has to hold its own against the deposits near the sea-board besides competing with the Caucasus and Brazil ; and it appears to the Chief Commissioner quite unfair to the Province that it should be hampered by the Railway regulations, when the effect

of these regulations is to inflict loss on the mining industry and also on the State, without benefiting anybody. If the charges be equalized a fresh outlet could be provided and a most valuable stimulus afforded to the manganese industry of the Province which is with difficulty holding its own in a depressed market. The Chief Commissioner does not at present press his proposal that the general rates for manganese should be reduced. The proposal, to equalize the charges to Bombay and Calcutta, is a special measure based on special circumstances; and it is designed to protect the manganese mines from certain loss which the Great Indian Peninsula Railway admit they are incapable of preventing. This loss will go on increasing year by year; for if the Great Indian Peninsula Railway Company cannot cope with the traffic at present much less will they be able to do so when the Katangi-Balaghat and Nagpur-Chhinwara Railways have opened up extensive fields which are now too far from a railway to be worked at a profit.

No. 31.

The CENTRAL PROVINCES AND BERAR MINING ASSOCIATION,

NAGPUR, the 31st May 1910.

SIR,—I have the honour to enclose herewith a copy of the Committee's Annual Report for the year 1909, and also a copy of the remarks made by the Chairman, Mr. Coggan, at the Annual General Meeting, when such report was presented to the members for acceptance. Mr. Coggan's remarks deal with the question which has occupied a considerable portion of the Committee's time during the past year, and I am directed to ask whether, notwithstanding the decision of the Railway Board as stated in their letter No. 2192, dated the 15th of December 1909, which you were good enough to forward to me, with your letter No. 85/VIII-12-48, dated the 15th/17th of January last, the Honourable the Chief Commissioner can see his way to assist the Association to obtain such a reduction in the freight charges on manganese as will place Calcutta and Bombay more upon an equality. As pointed out in previous correspondence, were manganese railed at coal rates the difference between Bombay and Calcutta would practically vanish.—I have, etc.,

(Sd.) HENRY M. HENCE,
Honorary Secretary.

Copy of the Annual Report of the Committee of the Central Provinces and Berar Mining Association for the year 1909.

GENTLEMEN,—In moving the adoption of the Annual Report of the Committee for 1909 and the accounts which have been before you for the last few days and which our Honorary Secretary, Mr. Hence has just read, I will not detain you long, but though, as the Report tells you, the year's work has borne no very striking result, I would like to say that we have done a good deal of useful work in a quiet way and have the satisfaction of feeling that we have established ourselves as a representative body enjoying the recognition of the Local Government and of those engaged in the Manganese Industry.

The question that has been uppermost in our minds recently has been that of the wagon supply. When at our General Meeting last year I quoted the words of the Honourable Mr. Procter in his address at the Annual Meeting of the Bombay Chamber of Commerce to the effect that they had not heard so much about the wagon supply question lately because they had had a very poor season, as applicable to our case, I little thought that the truth of them was to be so forcibly borne in on us as it has been this year. In no previous year has the question of the wagon supply been so acute as it has been for the last few months, and is at the present moment. It may be the result of the abnormal activity in the Cotton traffic or it may be the terminal difficulties in Bombay that prevents the Railway from carrying more ore for us, but the fact remains that we are unable to get the production of our mines down to Bombay to meet our freight engagements, and though the needs of the Industry have been growing year by year and of which fact the Railway authorities can by no means be ignorant, no steps appear to have been taken by them to meet this steady expansion. Not only has there been a shortage of wagons, but at frequent intervals and for days together there has been a total cessation of manganese traffic. In view of the uncertainty of getting their ore down to Bombay in time, exporters have been obliged to cancel or defer freight for thousands of tons at a sacrifice. These difficulties are calculated to seriously hamper and check the growth of an Industry, which is one of the most important in these Provinces, and I think justify our returning to the question of reduction of railway freights. As our Annual Report

tells you we addressed the Railways concerned on the subject at considerable length, and though we were supported by the Local Government, who addressed the Railway Board on behalf of the Industry, the result of our representations has not so far met with success, but I think that in view of the inability of the Railway to deal with our traffic in the Bombay direction, there are sufficient grounds for again urging our claims for a reduction of freight with a view to securing an outlet for our ore *via* Calcutta, a port for which there appear to be greater facilities both in transport and in handling at port but of which we are unable to avail ourselves on account of the difference in freight between the two ports. To ask the Railway Board to assist us to find an efficient outlet in another direction for the production of our mines when we are so hopelessly blocked on the one, is, I think, not unreasonable, and in this matter I think we may be confident of the support of the Local Government which has always done all that is in its power to foster and develop our rising Industry.

The present inability of the trunk lines to deal with the manganese traffic now offered them gives rise to serious fears as to the near future when the two new feeder lines, now under construction in the Balaghat and Chhindwara Districts, which will tap large areas containing manganese ore, are completed, and though we welcome these extensions in the interest of those members of our Association who will benefit by them, they give rise to grave apprehensions as to what the state of affairs on the main lines will be, unless they improve their resources to keep pace with the development in their feeder systems.

With regard to our accounts, there is nothing much to say except that a glance at them will show that whatever else the Association may not have achieved, no one can deny that it is in a very sound financial position. Indeed, gentlemen, if our balances continue to increase, as they have done in the last two years, we will soon have to look out for an outlet for our accumulated funds, and I have no doubt that when necessary we will be able to find a useful one.

Before concluding, gentlemen, I would like to record our appreciation of the services rendered to our Association by Mr. Hence, our Honorary Secretary, who has given up so much of his time to the business of the Association, and I can assure you that the work is

sometimes the reverse of light. This is the third year he has acted as our Honorary Secretary, and I trust you will be fortunate enough to succeed in inducing him to continue as such for the coming year.

(Sd.) H. D. COGGAN.

Copy of a letter No. 1810/VIII-12-48, *dated the* 17*th November* 1909, *from A. E. Nelson, Esquire, I. C. S., Third Secretary to the Chief Commissioner, Central Provinces, to the Secretary to the Railway Board, Calcutta, Commerce and Industry Department.*

I am directed to address the Railway Board on the subject of the freight rates for manganese at present in force.

2. Mr. Phillips would ordinarily deprecate any interference by the Local Administration in matters of this sort, which partake of the nature of ordinary contractual relations ; but in the present instance he feels that a difficulty has arisen, which may seriously retard the growth of the main branch of the rising mineral industry of this Province. The growth of the industry in question should in time bring increased prosperity to the Province, together with profit not only to Government, but also to the Railway Companies who will carry its products ; and it therefore appears to be to the interests of Government and the Railway Administrations alike to foster the industry in its infancy. The present position is that mines which were worked during the late boom in Indian manganese are being shut down, and Indian manganese is being supplanted in the world's markets by ore, often even of an inferior grade, for which there are greater facilities of transport. The Chief Commissioner therefore desires to bring before the Railway Board the facts of the case as represented to him, in the hope that they may consider the possibility of a reduction of the railway freight rates on manganese.

3. For the last two years, the average market price per unit of manganese of the 50 per cent. grade has been approximately 9*d*. Previously, during the boom in Indian manganese, the average price for some 18 months was from 11*d*. to 12*d*., while before the boom the price obtainable was only $8\frac{1}{4}d$. Now in practice, at the present railway freight rates, it is extremely improbable that any firm could ship ore at all at a profit with a market price of $8\frac{1}{4}d$. Even at 9*d*. the ore cannot be despatched with the smallest profit from more than half a

dozen mines in the Central Provinces, which from their position have exceptional facilities for bringing the ore to the Railway. The Chief Commissioner understands that an improvement in the trade sufficient to bring the price above this level is likely to occur for some time; while such a boom could hardly last long in any case. The last boom (of 1906-07) was brought about by a combination of circumstances never likely to occur again simultaneously, *viz.*:—

(1) Abnormal activity in the iron and steel trades at home causing a general demand for manganese;

(2) Political troubles in the Caucasus; and

(3) Excessive rains in Brazil, which caused serious floods and practically cut off the supply of Brazilian ore.

It would besides require a rise in price above $10\frac{1}{2}d$ to enable the ore from the Chhindwara fields, even taking it at the high figure of 53 per cent. manganese, to be placed on the market at the smallest profit at the present freight rates, though the opening of the Nagpur-Chhindwara line, now under construction, will effect a reduction of from 1*d*. to 2*d*. per unit in the transport charges of this ore.

4. The Chief Commissioner has received several representations from the Central Provinces and Berar Mining Association on the subject of the freight rates, from which it would appear that the Association has addressed the Great Indian Peninsula and Bengal-Nagpur Railway Companies, with a view to obtaining a reduction, but without success. The concession which it desires to obtain is that the same favourable treatment should be given to manganese as has already been given to coal, and for the same reason, *viz.*, that they are both bulk minerals, traffic in which would not be possible except at reduced freight rates. The Chief Commissioner is aware, that there may be reason to charge a higher rate for manganese than for coal owing to possibly greater difficulties in handling and greater wear and tear of rolling stock; but it appears to him that this argument may be counterbalanced by other considerations, more especially in view of the present circumstances in which the Bengal-Nagpur Railway Company at all events admittedly return their coal wagons freightless to the coal fields after delivering their loads in the Central Provinces.

5. In its representation to the Railway Companies the Association attempted to influence the management of the Bengal-Nagpur Railway by the argument that a reduction of the rates to those ruling for coal would make Calcutta a cheaper port than Bombay, and would enable shippers to take advantage of favourable offers of ocean freightage from the Port of Calcutta. It argued that ocean freightage is as a rule a negligible quantity in a comparison of the two ports, since sometimes the one and sometimes the other offers the more favourable rate, Calcutta being, in point of fact, at the time when the representation was made, the cheaper. The mine-owners cannot however take advantage of favourable shipping freight rates from Calcutta, unless the rail rates are lowered. Even supposing that ocean freights ruled the same or cheaper from Bombay, the excess of 13 annas per ton in the Bombay port charges over those of Calcutta would, with reduced railway freight rates as given for coal, tend to place Calcutta on a level with Bombay. This is a highly desirable result of course from the point of view of the industry, but the Chief Commissioner cannot offer any opinion as to its desirability from the point of view of the Railway Administrations. The rates on which the argument is based are given in the table below for ready reference the stations considered being those of Nagpur and Chhindwara as the extremes of the manganese ore fields :—

Mileage.	Stations.	Present manganese rates per ton.	Coal rates per ton.
520	Nagpore to Bombay ...	Rs. 7 6 0	Rs. 6 6 0
701	„ Calcutta ...	„ 10 1 3	„ 7 11 0
758	Chhindwara to Bombay...	„ 10 12 0	„ 7 15 0
777	„ Calcutta ...	„ 11 3 3	„ 8 1 0

It will be noted that the coal rates give most reduction over the longer leads, which is exactly what is most suitable. The saving on the reduced rates above works out at about ½*d.* to 1*d.* per unit on Railway freight alone.

6. The Chief Commissioner has been led to hope that the Railway Board will be ready to give favourable consideration to the suggestion to reduce the rates on manganese on the ground that what the Railway Companies may lose in the reduction of the rates, they will

gain in increased traffic. If the Companies can thus be said to be secure from loss, he feels sure that the Board will appreciate the obvious advisability of fostering the growing industry, which, in favourable circumstances, should prove a fertile source both of prosperity to the Province and of revenue to Government.

Copy of letter No. 2192, *dated the* 15*th December* 1909, *from the Secretary, Railway Board, to A. E. Nelson, Esquire, I. C. S., Third Secretary to the Chief Commissioner, Central Provinces, Commerce and Industry Department.*

I am directed to acknowledge the receipt of your letter No. 1810 VIII-12-48, dated the 17th November 1909, in which the views of the Chief Commissioner of the Central Provinces, regarding rates for the carriage of manganese ore, are expressed. It will make the position of the Railway Board clearer when I explain that they have no power to order the Railway Companies to quote rates. The policy of the Government of India is to fix maxima and minima rates within which the Railway Companies are empowered to quote such rates as they think necessary for the proper development of a trade, commensurate with the realization of a reasonable profit.

2. To meet the wishes of the Chief Commissioner, as far as the Railway Board are in a position to do so, the only action they could take would be to reduce the minima rates for the carriage of manganese. As manganese is now found in a great many parts of India the introduction of this reduced minima would have to be applicable to all the Railways in India.

3. Now when reducing in 1905 the rates for the carriage of coal the previous concurrence of all the Railways of India was obtained, so that no difficulty should arise of one railway taking advantage of the reduced minima and the other objecting.

4. To reduce the minima rates for ore it would be advisable to adopt a procedure similar to that adopted for coal, and it is on this point that the Railway Board have difficulty. They moved in the matter of reducing the minima for coal rates, because cheap coal is

such an important factor in the industrial development of the country in multitudinous ways in which Railways would secure compensating advantages.

5. Reduced rates for manganese ore would however have only local effect in improving the dividends of the ore companies, while at the same time, no doubt, the Railways would, if they chose to lower rates, bring more traffic, but it might not at the reduced rates be sufficient to recoup the loss due to the reduced rates quoted. Moreover the necessity for reducing the rates for manganese seems hardly proved. The Companies have been making a great deal of money in the past, and it is an industry that is liable to ups and downs.

6. A revival of trade seems on the eve of development and in this manganese will largely share. For this reason and because the Railway Companies show no desire to reduce rates, believing that the rates at present charged are low enough to give a good profit to manganese except in times of very great depression, the Railway Board regret they are unable to take the action advocated by the Chief Commissioner.

No. G. G. 5/581/17.

BOMBAY, 15th November 1910.

YOUR MEMO. * NO. 120 R/2, DATED THE 7TH NOVEMBER 1910, FORWARDING COPY OF RAILWAY BOARD'S LETTER No. 1506 R. T., DATED 28TH OCTOBER 1910, AND ACCOMPANIMENTS. REDUCTION IN RATE FOR MANGANESE ORE TRAFFIC, NAGPUR TO CALCUTTA.

From the Chief Auditor and Accountant to the Agent.

The Chief Commissioner of the Central Provinces proposes that the rate for Manganese Ore from Nagpur to Calcutta over the B.-N. Railway be fixed at the same rate as is charged from Nagpur to

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* Not sent.

Bombay over the G. I. P. Railway. This means a lowering of the rate on the B. N. Railway below their sanctioned minimum, the figures being as follows :—

	Per maund per mile.	Per ton per mile.	
	Pies.	Pies.	
1. Sanctioned Minima	10	2·7220	
If the rate of Rs. 7-6-0 per ton from Nagpur to Bombay (529 miles) be applied to traffic from Nagpur to Calcutta (701 miles) it would give	·0742	2·0200	
Reduction below the sanctioned minima over B.-N. Railway.	·0258	0·7020	equal to 26%
2. Sanctioned minima...	·10	2·7220	
If the rate of Rs. 10-12-0 per ton from Chhindwara to Bombay (*via* Nagpur 761 miles not 758 miles) be applied to traffic from Chhindwara to Calcutta (780 miles not 777 miles) it would give	·0972	2·6462	
Reduction below the sanctioned minima over B.-N. Railway ...	·0028	·0758	equal to 3%

2. To permit the quotation of a rate below the sanctioned minimum for a particular commodity is wrong in principle and objectionable as a precedent. The Chief Commissioner states that this proposal to equalize the charges to Bombay and Calcutta is a special measure based on special circumstances, those circumstances being the inability on the G. I. P. Railway to provide the facilities for carriage which are indispensable to enable the Manganese Companies to meet their engagements. There has been no want of facilities lately in respect of the supply of wagons but unloading spaces in Bombay are limited, and I understand that there is congestion now for want of such space. Whether the G. I. P. Railway can handle all the traffic offering at present, is a matter upon which I am not in a position to offer an opinion. If we can, then any reduction in rate would solely benefit the B.-N. Railway.

No. Operative R.—920.

BOMBAY, 23rd November 1910.

YOUR MEMO. *No. 120 R/1 OF 7TH NOVEMBER 1910.
RE MANGANESE ORE.

From the General Traffic Manager to the Agent.

I am in receipt of your above with which you sent me copy of the Railway Board's letter No. 1506 R. T., with copies of accompaniments and, as desired, I beg to offer the following remarks:—

2. The Chief Commissioner, Central Provinces, in his letter No. 996/VIII-12-13, dated the 13th August 1910 to the Secretary, Government of India, Commerce and Industry Department, proposes that the B. N. Railway be allowed as a special case to carry Manganese Ore from Nagpur to Calcutta at the same charge as applies from Nagpur to Bombay by the G. I. P. Railway. The grounds on which this suggestion is advanced is the alleged inability of the G. I. P. Railway "to provide the facilities for carriage which are indispensable to enable the Manganese Companies to meet their engagements." The Chief Commissioner adds that he does not at present press his proposal that the general rates for Manganese should be reduced.

3. Before touching on the alleged default on the part of this Railway, I propose in the first place to refer to the correspondence which has previously passed between the Chief Commissioner and the Railway Board on this subject. It will be noticed that in the letter No. 1810/VIII-12-48, dated the 17th November 1909, from the Chief Commissioner, Central Provinces, to the Secretary, Railway Board, a request was made for reduction of freight charges on Manganese Ore to the same level as the charges for coal, the reasons advanced being the depressed state of the industry. From that letter I make the following quotations:—

(1) "A reduction of the rates to those ruling for coal would make Calcutta a cheaper Port than Bombay."

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* Not sent.

(2) "Even supposing that ocean freights ruled the same *or cheaper* from Bombay the excess of 13 annas per ton in the Bombay Port charges over those of Calcutta would with reduced Railway freights as given for coal tend to place Calcutta on a level with Bombay."

It may be explained that if the rates were quoted on the same basis as the coal rates, it would mean that the Railway freight charges to Bombay and Calcutta would be the same.

4. From these remarks it is evident that the Port of Calcutta is a cheaper Port than Bombay, so that the higher rates to Calcutta, due to longer distance, are practically counterbalanced by the lower Port charges. The desire of the Mining Association that they should be able to ship *via* Calcutta at the same cost as *via* Bombay is therefore apparently now attainable without any reduction of railway freights. It is said the Port charges at Bombay are 13 annas a ton higher than those at Calcutta. This difference alone is sufficient to make the Railway and Port charges from Gondia and all stations east, including stations on Chhindwara Extension cheaper to Calcutta than to Bombay. Calcutta has the further advantages of "greater facilities both in transport and handling" (See Annual Report of the Committee of the Central Provinces and Berar Mining Association for 1909).

5. The proposal of the Chief Commissioner is however for an equalization of railway freight from Nagpur to Calcutta and from Nagpur to Bombay. In view of the remarks above quoted the suggestion now advanced is merely a repetition of the former request for a reduction in freight but in another guise and the Chairman of the Mining Association at the Annual General Meeting plainly speaks "of our returning to the question of the reduction of Railway freights." With the cheaper Port charges in Calcutta equal railway freight from Nagpur to either Port would mean a reduction in charges between the station of despatch and the steamer and would in all probability result in a complete diversion of the Manganese traffic from Bombay to Calcutta, and this result would be achieved by giving the B.-N. Railway a preferential right to quote rates on a lower basis than the G. I. P. Neither this Railway nor the Bombay Mercantile Community could accept such a position, and if permitted we should have to demand the right to quote rates to Bombay as we do at present on the same basis as to Calcutta. This might lead to a

reduction of freight charges to Bombay, if this Railway considered it worth while to attempt to carry this traffic at lower rates than at present, and it is probably in the belief that such a result would follow that the present suggestion has been urged by the Mining Association. The rate from Nagpur to Bombay, distance 520 miles, is Rs. 7-6-0 or 10 pies per maund per mile. The same rate if applied to Calcutta—701 miles—works out to ·074 pies per maund per mile.

6. In regard to the alleged inability of the G. I. P. Railway to meet the requirements of the trade, I beg to attach a statement shewing particulars of the number of Manganese Ore wagons unloaded in Bombay, month by month, half-yearly and yearly for the years 1908 and 1909 and up to the 15th November 1910. It will be observed that for the first half of these three years the figures are as follows:—

1908.	1909.	1910.
9,655	10,741	14,789

that is an increase in 1910 as compared with 1908 of 5,134 wagons and compared with 1909, an increase of 4,048 wagons. This result was achieved during an abnormally busy season—in fact the busiest half-year the G. I. P. Railway has known.

For the second half of 1908 and 1909 and 4½ months of 1910 the figures are—

1908.	1909.	1910 (4½ months).
11,370	10,045	9,916

The fact that the figures for the 4½ months of 1910 are not at least as great as for the six months of the two previous years is entirely due to a falling off in the trade and not to circumstances over which the Railway Company had any control.

For the months of July, August and September for each year the figures are—

1908.	1909.	1910.
5,204	4,463	8,443

or an increase in 1910 of 3,239 wagons as compared with 1908 and 3,980 wagons as compared with 1909.

The figures for October and November 1908 and 1909 and October and 15 days in November 1910 are—

	1908.	1909.	1910.
October	2,070	1,502	1,011
November...	1,486	1,937	462 (15 days).

The falling off during 1910, as already stated, is due to the conditions of the trade.

For the complete years 1908 and 1909 and from 1st January to 15th November 1910 the figures are—

1908.	1909.	1910 (1st January to 15th November).
21,025	20,786	24,705

That is, for the 10½ months of 1910 as compared with the full years of 1908 and 1909, there are increases during 1910 of 3,680 and 3,919 wagons respectively.

In view of these facts and figures, I scarcely think it can be maintained that the G. I. P. Railway has proved itself (in the words of the Chief Commissioner) "unable to provide the facilities for carriage which are indispensable to enable the Manganese Companies to meet their engagements."

It is not however contended that the requirements of the trade have at all times been fully and promptly met. I doubt if any Railway in India could make such a statement during the pressure of a very heavy general traffic, but I have every reason to believe that no appreciable loss or failure to fulfil contracts was caused through absence of Railway facilities. We were unfortunate during last busy season in having some bad accidents which entirely stopped the movement of trains for long periods and this interfered with the regular supply of wagons to loading centres.

7. From the month of May onwards the complete requirements of the trade have been fully and regularly met. The statement therefore that 'the outlet for the minerals is constantly liable to be blocked' is misleading. I have called attention to the great falling off in the traffic during the months of October and November. In the light of these figures it would be difficult to substantiate the statement that the proposal now made "would in no way injure the G. I. P. Railway,

because they would *always be able to obtain* as much traffic as they can dispose of." We have not for some time been carrying anything like what we could have carried and would have been glad to carry and this without the diversion to Calcutta contemplated. I have already shewn that the proposal made by the Chief Commissioner would tend to draw all the traffic to Calcuttta, leaving the G. I. P. with only a small share, if any, of it.

8. All the arguments that have been advanced by the Mining Association and the Chief Commissioner might with equal force be used by the Cotton and Produce trades. The returning coal wagons of the B. N. Railway could be used for Grain, etc., just as well as covered wagons. The G. I. P. Railway carry a large portion of their heavy Cotton and Grain traffic in open wagons.

9. In the matter of Railway freight the Manganese Industry has all along had most liberal treatment. The minima rates were charged to encourage the trade in its infancy. During certain periods very large profits have been made in the trade and the Railway Companies might with every right and reason have increased the rates, but this was not done as it was recognised that such action would probably prejudice contracts made in advance. Like every other trade the Manganese business has its ups and downs. If a reduction in freight were conceded in times of depression, an increase in times of prosperity might with equal reason be demanded. It is not however the policy of Railway Companies to alter rates in this way. It would create uncertainty and be generally unacceptable, but in the case of Manganese Ore there is no scope for reduction.

10. The question of the Railway Company's ability to deal with traffic offering in the future is one calling for earnest consideration and decisive action. The deficiency in Railway terminal accommodation in Bombay does not directly affect the Manganese Ore traffic which is dealt with on the Port Trust sidings and not in Wadi Bandar Yard. The Port Trust urge that the question of extra provision for the Manganese Ore trade awaits a decision on the part of the Railway Company in regard to handing over the land between the existing and the new alignment of Frere Road. We should do all we can to hasten a settlement, and I would further suggest that the Port Trust be advised of this correspondence. The want of adequate terminal accommodation for dealing with Manganese and the alleged

high Port charges as compared with Calcutta are matters to which the earnest attention of the Port Authorities should be invited: and it might be pointed out that, should the request of the Chief Commissioner and the Mining Association be entertained, it will in all probability mean an entire diversion of the trade *via* Calcutta.

11. The crying need of the G. I. P. Railway is for additional terminal accommodation in Bombay, and in my opinion nothing should be allowed to interfere with or prejudice the attainment of this object. The Mahalakshmi Mill and the Port Trust Chawls I would urge should be at once acquired and the proposed overhead connection between Victoria Terminus and the Harbour Branch, as far as it will delay or prejudice this much-needed extension, should be held in abeyance. Increased terminal facilities in Bombay would probably enable us to set aside some siding accommodation at certain time of the year for unloading Manganese should such an arrangement be found acceptable to the trade.

12. Both Government and Railway Companies have used and are continuing to use every possible endeavour to increase working facilities and add to their Rolling stock in order to meet increased demand of traffic, so that Mr. Coggan evidently speaks without information when he says 'no steps appears to have been taken to meet the steady expansion.'

13. In conclusion, I may say that letter No. 2192, dated the 15th December 1909, from the Railway Board to the Chief Commissioner, Central Provinces, appears to fully cover the further arguments now advanced by the Chief Commissioner and the Mining Association. Any concession of the nature contemplated would be contrary to the whole principle upon which the quotation of rates is regulated on all Railways and it could not be restricted to one trade or under any particular circumstances but would have to be of general application and this would certainly not be to the interest of Government or Railways.

Statement shewing Manganese Ore wagons unloaded at Wadi Bander during the 12 *months ending* 31*st December* 1908 *and* 1909 *and up to the* 15*th November* 1910.

Month.	Number of wagons unloaded.		
	1908.	1909.	Up to 15th Nov. 1910.
January	1,951	2,885	1,587
February	1,824	1,437	1,470
March	1,637	1,381	1,990
April	1,000	1,097	2,669
May...	1,242	2,314	2,950
June	2,001	1,627	4,123
Total ..	9,655	10,741	14,789
July...	2,277	1,318	3,646
August	1,537	1,620	2,339
September	1,390	1,525	2,458
October	2,070	1,502	1,011
November	1,486	1,937	462 (Up to the 15th Nov. 1910.)
December	2,610	2,143	.....
Total ...	11,370	10,045	9,916
Grand Total ...	21,025	20,786	24,705

No. 120 R./3.

BOMBAY, 5th December 1910.

RATES FOR MANGANESE ORE.

NAGPUR TO CALCUTTA PROPOSED REDUCTION BELOW SANCTIONED MINIMUM.

From the Agent, to the Secretary, Railway Board.

Under your letter No. 1506 R. T., dated 28th October 1910, you forward for my remarks a copy of certain correspondence in which

the Central Provinces Government make a proposal for the reduction of the rates for manganese ore from Nagpur to Calcutta below the sanctioned minimum.

2 The Chief Commissioner, Central Provinces, in his letter No. 996/VIII-12-33, dated the 13th August 1910, to the Secretary, Government of India, Commerce and Industry Department, proposes that the B.-N. Railway be allowed (as a special case) to carry manganese ore from Nagpur to Calcutta (701 miles) at the same charge as applies from Nagpur to Bombay (520 miles) by the G. I. P. Railway. The grounds on which this suggestion is advanced is the alleged inability of the G. I. P. Railway "to provide the facilities for carriage which are indispensable to enable the Manganese Companies to meet their engagements." The Chief Commissioner adds that he does not at present press his proposal that the general rates for manganese should be reduced.

3. Before touching on the alleged default on the part of this Railway, I propose in the first place to refer to the correspondence which has previously passed between the Chief Commissioner and the Railway Board on this subject.

4. It is noticed that, in the letter No. 1810/VIII-12-48, dated the 17th November 1909, from the Chief Commissioner, Central Provinces to your address a request was made for reduction of freight charges on manganese ore to the same level as the charges for coal, the reasons advanced being the depressed state of the industry. To that request the Railway Board replied in their letter No. 2192, dated 15th December 1909, giving reasons for not complying therewith. This letter sets forth so succinctly and so lucidly the principles which determine the action of Government in regard to rates and applies so oppositely to the present case that I have little to add to it.

5. The present proposal of the Chief Commissioner is for an equalization of Railway freight from Nagpur to Calcutta and from Nagpur to Bombay. This, however, opens a very big question, namely, the question of equal rates to all ports for all items to and from zones surrounding the main centres of traffic. The application of such a principle could not be introduced or considered without a reference to the Boards of Directors of the Railways concerned, or

without a general consensus of opinion amongst all railways. To apply such a principle to a single item of traffic directed to a single port over a single Railway would give rise to other similar applications, which might, if agreed to, create considerable difficulties. At any rate I presume such a proposition as that now put forward would not be entertained without the concurrence of my Board or of the mercantile community of Bombay.

6. With the cheaper Port charges in Calcutta equal Railway freight from Nagpur to either Port would mean a reduction in charges between the station of despatch and the steamer and would in all probability end in a complete diversion of the Manganese Ore traffic from Bombay to Calcutta, and this result would be attained by giving the B.-N. Railway a preferential right (*a*) to go below the minimum, and (*b*) to quote for competitive traffic rates on a lower basis than the G. I. P.

7. Such an arrangement involves a loss of railway revenue without any certain corresponding advantages, for there is nothing to show that the B.-N. Railway may not have the same difficulties in regard to wagon supply as those forming the subject of this complaint. That loss of revenue is largely involved in the reduction of rates is well known to the Railway Board. The quotation of the present rates by the B.-N. Railway for cotton from Nagpur has resulted in a nett loss of revenue to the G. I. P. amounting to about 30 lakhs without any corresponding advantage accruing to the B.-N. Railway for the cotton still goes to Bombay as before.

8. In regard to the alleged inability of the G. I. P. Railway to meet the requirements of the trade, it may be pointed out to the Chief Commissioner of the Central Provinces that the G. I. P. Railway has no direct access to any manganese ore fields in the Nagpur District, and that ore booked *via* the G. I. P. to Bombay from Nagpur and *via* Nagpur is either carted into Nagpur, or originates on the Bengal-Nagpur Railway. The supply of wagons for all traffic is governed by Conference Rule No. 21 (*a*), which reads as follows :—

> "The Railway on which through traffic originates shall provide wagons for such traffic."

9. Under this rule the G. I. P. Railway is solely responsible for the supply of wagons for all traffic originating in Nagpur itself. For traffic originating on the B.-N. Railway wagons have to be supplied by that Railway, but, under existing conditions, this Company has regularly assisted the B.-N. Railway by joining in the supply of wagons for manganese ore booked from B.-N. Railway stations to Bombay. It will be seen therefore that the alleged inability to supply wagons for manganese ore booked to Bombay from the Nagpur District does not lie entirely with the G. I. P. Railway.

10. The Railway Board is aware that the G. I. P. Railway has already applied for permission to obtain direct access to the Manganese Ore fields in the Nagpur district, and that so far sanction has not been accorded to our request. Before, therefore, any steps are taken, which would have the effect of diverting this traffic from the G. I. P. Railway, I would suggest that this Railway should be given direct access to the Manganese Ore fields of the Central Provinces and Berar Mining Association, as, under the existing circumstances, we are handicapped in regard to this traffic.

11. I beg to attach a statement showing particulars of the number of Manganese Ore wagons unloaded in Bombay, month by month, half-yearly and yearly for the years 1908 and 1909 and up to the 15th November 1910.

12. It will be observed that for the first half of these three years the figures are as follows :—

1908	1909	1910.
9,655	10,741	14,789

that is, an increase in 1910 as compared with 1908 of 5,134 wagons and compared with 1909 an increase of 4,048 wagons. This result was achieved during an abnormally busy season—in fact the busiest half-year the G. I. P. Railway has known. For the second half of 1908 and 1909 and 4½ months of 1910 the figures are :—

1908.	1909.	1910. (4½ months)
11,370	10,045	9,916 or

at the rate of 1,332 for 6 months.

The figures for the 4½ months still show an increase of wagons supplied, though the traffic was at the end of that period beginning to fall off, as the subsequent figures will show.

13. For the months of July, August and September for each year the figures are :—

1908	1909	1910.
5,204	4,463	8,443

or an increase in 1910 of 3,239 wagons as compared with 1908 and 3,980 wagons as compared with 1909.

14. The figures for October and November 1908 and 1909 and October and 15 days in November 1910 are :—

	1908	1909	1910
October ...	2,070	1,502	1,011
November ...	1,486	1,937	462 (15 days).

The falling off in the latter months of 1910, already referred to, is due to the conditions of the trade, and not to circumstances over which the Railway had any control.

15. For the complete years 1908 and 1909 and from 1st January to 15th November 1910 the figures are :—

1908	1909	1910 (1st January to 15th November).
21,025	20,786	24,705

that is, for the 10½ months of 1910 as compared with the full years of 1908 and 1909 there are increases during 1910 of 3,680 and 3,919 wagons.

16. These figures show that wagons have been supplied in increasing quantities to meet the trade and that Mr. Coggan's statement that "no steps appear to have been made to meet the steady expansion" is not borne out by facts.

17. I would also like to mention that, in spite of the statement made that exporters have been obliged to cancel or defer freight for thousands of tons, I have never known a period at which the Bandars in Bombay have been clear of Manganese Ore. I should say that at all times several thousands of tons may be seen stacked there, and it would appear to be, to some extent, a question of management and organization whether the ore to be shipped is that lying in the Port of Bombay, or that not yet despatched from the ore fields.

18. With regard to the great loss complained of, I observe that in Mr. Coggan's remarks at the annual general meeting of the Central Provinces and Berar Mining Association, it is stated as follows:—

> "With regard to our accounts, there is nothing much to say except that a glance at them will show that whatever else the Association may not have achieved, no one can deny that it is in a very sound financial position. Indeed, gentlemen, if our balances continue to increase, as they have done in the last two years, we will soon have to look out for an outlet for our accumulated funds, and I have no doubt that when necessary we will be able to find a useful one."

19. On this I would remark that the flourishing condition of the Mining Association must, it appears to me, be due, in some measure, to the very low rates at which railways carry the ore, and to the fact that the railways have carried sufficient ore to enable the Chairman to speak so encouragingly and hopefully about their financial position.

20. It is not, however, maintained by this Company that the requisitions of the trade have at all times been fully and immediately met at the time of application, but I would contend that, as all railways in India at the present time find it difficult during the busy season to comply fully and at once with the demands of the trade, there is no reason for specially mulcting this railway by the introduction of arrangements to transfer traffic from Bombay to Calcutta, where congestion is not an unknown condition. It would appear to me that Manganese Ore is an article which might be more largely exported at a time when the railways are not fully occupied with the traffic in agricultural produce, which must naturally be carried soon after harvest. But this is a matter for the consideration of the Mining Association. At any rate, all traders in this country are fully aware, before they make their contracts, that, if the major portion of the traffic of the country is exported in three or four months of the year, their experience has already shown them that difficulties in carriage are likely to arise.

21. I have also to remark that this Railway was unfortunate enough during last busy season to have some bad accidents, which entirely stopped the movement of trains for long periods, and this

interfered with the regular supply of wagons to loading centres. This, however, is a contingency which may occur to any railway, and is not a sufficient reason for a diversion of the traffic to the Calcutta port.

22. The Railway Board are aware that proposals are at present under consideration for improving the method of dealing with the Manganese Ore traffic in Bombay.

23. As regards the difference in the Port charges between Bombay and Calcutta, with regard to which it is stated that the Port charges in Bombay are 13 as. per ton higher than in Calcutta. I am addressing the Chairman of the Port Trust, Bombay.

24. I have referred to the falling off in the Manganese Ore traffic during the months of October and November. In the light of these figures it would be difficult to substantiate the statement that the proposal now made for equal rates to Bombay and Calcutta "would in no way injure the G. I. P. Railway, because they would *always be able to obtain* as much traffic as they can dispose of." This railway has not for some time been carrying anything like what it could have carried and would have been glad to carry, and this is without the diversion to Calcutta contemplated. I have already shown that the proposal made by the Chief Commissioner would tend to draw all the traffic to Calcutta, leaving the G. I. P. with only a small share, if any, of it.

25. All the arguments that have been advanced by the Mining Association and the Chief Commissioner might with equal force be used by the Cotton and Produce trades. The returning coal wagons of the B. N. Railway could be used for grain, etc., just as well as covered wagons. The G. I. P. carry a large proportion of their heavy cotton and grain traffic in open wagons

26. In the matter of railway freight the Manganese Industry has all along had most liberal treatment. The minima rates were charged to encourage the trade in its infancy. During certain periods very large profits have been made in the trade, and the Railway Companies might with every right and reason have increased the rates, but this was not done, as it was recognised that such action would probably prejudice contracts made in advance. Like every other trade the manganese business has its ups and downs. If a reduction in freight were conceded in times of depression an increase in times of prosperity might with equal advantage be demanded. It

is not, however, the policy of Railway Companies to alter rates in this way. It would create uncertainty and would probably be generally unacceptable, but in the case of Manganese Ore there is no scope for reduction.

27. The Railway Board is aware that all railways in India have of late years largely increased their stock, and spent a considerable amount of money in adding to their facilities for the transport of traffic. The full result of these additions to stock and facilities will not be felt until the work is drawing to a completion, but certain results have already been attained, as the figures given above for the Manganese Ore traffic prove, and I trust the Government of the Central Provinces and Berar Mining Association will be informed that the interests of the trade have not been lost sight of by this Railway, and that we are continuously improving the facilities at a large expenditure of money for the movement of traffic.

Statement showing Manganese ore wagons unloaded at Wadi Bandar during the 12 months ending 31st December 1908 and 1909 and up to the 15th November 1910:—

Month.	Number of wagons unloaded.		
	1908.	1909.	Up to 15th Nov 1910.
January	1,951	2,885	1,587
February	1,824	1,437	1,470
March	1,637	1,381	1,990
April	1,000	1,097	2,669
May	1,242	2,314	2,950
June	2,001	1,627	4,123
Total	9,655	10,741	14,789
July	2,277	1,318	3,646
August	1,537	1,620	2,339
September	1,390	1,525	2,458
October	2,070	1,502	1,011
November	1,486	1,937	462 (Up to the 15th Nov. 1910).
December	2,610	2,143	.....
Total	11,370	10,045	9,916
Grand Total	21,025	20,786	24,705

No. 29 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 13th January 1911.

The SECRETARY, BOMBAY PORT TRUST,

Bombay.

DEAR SIR,—My Committee have received a communication from the Agent of the G. I. P. Railway relative to a proposal made by the Chief Commissioner of the Central Provinces that the Bengal-Nagpur Railway should be allowed to quote rates for Manganese Ore from Nagpur to Calcutta (701 miles) equal to those charged from Nagpur to Bombay (520 miles).

The above subject is now engaging the attention of my Committee but before dealing with it, they wish to draw your attention to a statement made in the correspondence that shows that there is an "excess of 13 annas per ton in the Bombay Port Charges over those of Calcutta." They feel that this conspicuous difference in rates must tell to the disadvantage of the trade of this port, and they trust the matter will receive your careful consideration.

With reference to the Manganese trade I am further desired to point out the lack of adequate stacking space, which prevents the accumulating of stocks in Bombay when other conditions are favourable for bringing down the ore to this port.

Lastly I am to enquire whether any provision has been made for special berths for manganese in the new Docks?—I am, etc.,

J. B. LESLIE-ROGERS,

Secretary.

No. 120 R/7.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

AGENT'S OFFICE,

VICTORIA TERMINUS,

BOMBAY, 19th January 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—In continuation of my letter No. 120 R/5, dated 29th December 1910, I send herewith for your information a copy of

Memo. No. 24 R. T., dated 7th January 1911, from the Secretary, Railway Board, covering copy of the Railway Board's reply to the Chief Commissioner, Central Provinces, to his application for equalization of rates for the carriage of Manganese Ore from Nagpur to Calcutta and from Nagpur to Bombay.—I am, etc.,

F. T. RICKARDS,
Agent.

No 23 R. T.

FROM THE SECRETARY, RAILWAY BOARD,
TO THE HON'BLE THE CHIEF COMMISSIONER, CENTRAL PROVINCES.

CALCUTTA, 7th January 1911.

With reference to Mr. Maw's letter No. 996/VIII-12-33, dated the 3rd August 1910, to the address of the Secretary to the Government of India, Commerce and Industry Department, I am directed to forward herewith, for your information, a copy of letter No. 120-R/3, dated the 5th December 1910, and of its enclosure, from the Agent, Great Indian Peninsula Railway, on the subject of alleged short supply of wagons by the Great Indian Peninsula Railway for Manganese traffic and equalization of rates to Calcutta with those in force to Bombay.

2. I am to say that in the opinion of the Government of India the Agent's letter places an entirely different complexion on the case, and in the circumstances they see no sufficient justification for introducing equal rates to Calcutta and Bombay for the traffic in question.

No. 24 R. T.

DATED 7th January 1911.

Copy forwarded to the Agent, Great Indian Peninsula Railway, for information, with reference to his letter No. 120 R/3, dated the 5th December 1910.—By order.

C. F. ANDERSON,
For Secretary, Railway Board.

No. 73 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 26th January 1911.

The AGENT, G. I. P. RAILWAY,

Bombay.

DEAR SIR,—I am directed to acknowledge with thanks receipt of your letter No. 120 R/7 of the 19th instant, together with accompaniments, regarding an application from the Chief Commissioner, Central Provinces, for equalization of rates for Manganese Ore from Nagpur to Calcutta, and from Nagpur to Bombay.

My Committee are in agreement with you in objecting to the proposed equalization of rates, and they consider that the best means of effectually preventing the reconsideration of such schemes in future is to provide greater facilities for the Ore traffic on the Bombay side. For instance, adequate sidings should at once be arranged for to cope with the heavy Ore traffic during the busy times of the year; and further, larger storing spaces are also urgently needed. If such accommodation was provided shippers would be in a better position to accumulate stocks during the time when wagons are plentiful, thus relieving the congestion when wagons are not so readily available.

My Committee are also pleased to learn that you have addressed the Port Trust on the subject of the difference of Port charges, namely, 13 annas per ton, between Bombay and Calcutta. They feel that so great a difference in rates must tell to the disadvantage of this Port, and they, therefore, trust this matter will continue to receive your attention.—I am, etc.,

J. B. LESLIE-ROGERS,

Secretary.

No. 1917.

BOMBAY PORT TRUST,
THE SECRETARY AND
CHIEF ACCOUNTANT'S OFFICE,
BOMBAY, 30th March 1911.

The THIRD SECRETARY,
TO THE CHIEF COMMISSIONER,
CENTRAL PROVINCES.

SIR,—I am directed to refer you to your letter No. 1810/VIII/12, 48 of 17th November 1909, to the address of the Secretary to the Railway Board, a copy of which together with more recent correspondence has been forwarded to this Office by the Agent, G. I. P. Railway, in connection with the statement made in the 5th para. to the effect that there is an excess of 13 annas per ton in Bombay Port charges over those of Calcutta.

2. I am to ask that you will be good enough to favour the Trustees with some information as to how this figure was arrived at, and to state that so far as we are able to compare the figures for Calcutta and Bombay the difference is by no means so great.

3. The figures for Calcutta as obtained partly from the Port Commissioners' published rates and partly from the figures (since checked) supplied us by some of the firms interested in obtaining a reduction of the Bombay rates (and therefore unlikely to exaggerate the Calcutta rates to us) are as follows :—

Calcutta charges:—

	Rs.	a.	p.	
Shipping (*i. e.*, Wharfage)	0	6	6	per ton
Dumping	0	2	0	„
Conveyance by the Port Commissioners' railway from the Dumping ground to the ship's side	0	4	0	„
River Dues	0	1	6	„
Rent on Dumping ground	0	0	11	„
Total per ton ...	0	14	11	

N.B.—Rent on the Dumping ground at Calcutta is 4 per cotta of 720 square feet against 7 per stick of 500 square feet in Bombay, hence the above rate for Calcutta is obtained by dividing the Bombay figure by $2\frac{1}{4}$.

4. The charges in Bombay may be stated with some accuracy as follows:—

(*a*) In case of the ore which is conveyed to the ships side by means of the Trustees' Tramway—

	Rs.	a.	p.
Wharfage (after the rebate has been deducted)...	0	7	0
Dumping	0	2	3
Tramway charge	0	2	6
Cost of loading the railway tubs *plus* cost of hauling by bullocks and labour at ships side 0-6 0, *less* refund of 0-1-6 given from Wharfage on account of the loading of the tubs being done by owner instead of by Port Trust ...	0	4	6
Rent on Dumping ground...	0	2	4
Railway siding fee to the Dumping ground	0	2	0
Total ... Rs.	1	4	7

(*b*) In the case of ore which is carted to the ships side in Bullock carts—

	Rs.	a.	p.
Wharfage as above...	0	7	0
Dumping	0	2	3
Carting (average)	0	9	0
Rent on Dumping ground	0	2	4
Railway siding fee to the Dumping ground	0	2	0
Total Rs. ...	1	6	7

5. The carting charges mentioned in para. 4 (*b*) above are averages worked out from the contract rates actually paid by shippers and may be accepted with some confidence.

6. It will thus be seen that the advantage in favour of Calcutta is 5 annas 8 pies or 7 annas 8 pies according as the ore in Bombay is conveyed by the Tramway or carted ; and as the proportion is nearly half and half the Bombay average charges exceed those of Calcutta by 6 annas 8 pies instead of 13 annas as represented.

7. I would further point out that as the bulk of the ore from the Central Provinces is conveyed over the Trustees' Tramway here the excess of the Bombay rates over those of Calcutta is 5 annas 8 pies instead of 13 annas.

8. In conclusion I am to add that the Trustees of this Port are fully alive to the importance of keeping down the charges in Bombay and it is anticipated that when the extensive works now in hand are finished, the necessity for carting will in all cases disappear and the charges should then never be in excess of those shown in para. 4 (*a*) above.—I have, etc.,

(Sd.) H. E. HART,
Secretary.

No. 1919/ 30th March 1911.

P. S.—*Since the letter was written the withdrawal of the rebate from the 1st of April* 1911 *has been ordered, hence one anna should for the future be added to the figures for Bombay.*

MEMO.

Copy forwarded with compliments to the Secretary of the Bombay Chamber of Commerce, with reference to his No. 29 of 13th January 1911.

By order,
H. E. HART,
Secretary,
Bombay Port Trust.

APPENDIX **K-4.**

MUTTRA-ALIGARH LINK.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 10th July 1911

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

Muttra-Aligarh Connection.

DEAR SIR,—I beg to send herewith, for your information, copy of letter addressed by this Chamber to the Secretary, Railway Board, in support of your representation.—I am, &c.,

A SHAKESPEAR,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 30th June 1911.

The SECRETARY, RAILWAY BOARD,
Simla.

Muttra-Aligarh Connection.

SIR,—This Chamber has been asked to support the Bombay Chamber's appeal for the early construction of the above branch, and its working by the B. B. & C. I. Railway.

The Committee have had an opportunity of studying the history of this project, and, so far as they are aware, the line has always been regarded as a natural extension to the Nagda-Muttra project.

There is at present a considerable volume of trade from the neighbourhood of Aligarh which even under the present disadvantages finds an outlet westwards, and in the interests of this trade as

well as traffic originating on the O. & R. Railway system the Committee are of opinion that the construction of the line should be taken in hand at the earliest possible opportunity.

With regard to the agency which should be entrusted with the working of the line, the Committee realise that a conflict of interests is involved in the question but they consider that the claims of Bombay predominate sufficiently to justify the acceptance of the Bombay Chamber's recommendation being handed over to the B. B. & C. I. Railway.—I have, &c.,

(Sd.) A. SHAKESPEAR,
Secretary.

No. 2059 R-C.

GOVERNMENT OF INDIA,

RAILWAY DEPARTMENT,

Railway Board.

SIMLA, dated the 12th of August 1911.

A copy of letter No. 131-1911, dated the 19th January 1911, from the Secretary, Bengal Chamber of Commerce, is forwarded to the Secretary, Chamber of Commerce, Bombay, for information, with reference to correspondence ending with Railway Board's letter No. 1555 R. C., dated the 26th May 1909, and as promised by the President, Railway Board, at his meeting with the Chamber last month.—I have, &c.,

PATRICK C. YOUNG,
for Secretary, Railway Board.

Copy of letter No. 131-1911, *dated* 19*th January* 1911, *from the Secretary, Bengal Chamber of Commerce, to the Secretary, Railway Board.*

I am directed to acknowledge the receipt of your letter No. 3621 R. C., dated 3rd December 1910, forwarding papers with reference to the contemplated line from Muttra to Aligarh. You invite an expression of opinion from this Chamber upon a proposal that this new connection should be constructed, and that it should be worked by one of the Railways having their termini at Bombay.

2. In reply, I am instructed by the Committee of the Chamber to inform you that they would take the strongest exception to any scheme whereby the line in question would be constructed and worked as part of one of the Bombay Railways. They entirely agree with the Railway Board "that the extension of either of the Bombay Broad-gauge Railways to Aligarh would be a distinct invasion of the area now served by the East Indian Railway." And they have observed, with satisfaction, from the remarks made by the President of the Board in Council on the 3rd January that this attitude is maintained; and that if the line be constructed it will be by some agency other than either of the Bombay Railways. I am to add that the Committee of the Chamber are clearly of opinion that the line should be constructed and worked by the East Indian Railway and should be an integral part of that undertaking.

3. The reasons which have led the Committee to this conclusion were stated by Sir T. R. Wynne in his remarks already quoted. The practical effect of allowing a Bombay line to extend to Aligarh would be that Bombay would enter the whole of the northern area served by the Oudh & Rohilkhand and other railways. Existing trade interests centring in Calcutta would be dislocated, and measures of retaliation would be inevitable. The districts to the east of the river Jumna are admittedly within the sphere of influence of the East Indian Railway; and the new connection would lie almost entirely within those districts, except that it would of course cross the river to reach Muttra. But the East Indian Railway have been allowed to bridge the river in order to obtain access to Allahabad, and to Agra and to Delhi. There would be, therefore, nothing antagonistic to the policy which has been hitherto followed, if they were permitted to reach Muttra in the same way. Moreover, it should be remembered that, during the last thirty years, the East Indian line has been severely restricted as regards the Bombay traffic from its upper sections. Formerly all Bombay traffic from the Oudh & Rohilkhand districts east of the system went *via* the Jubbulpore route. The Bombay traffic from Cawnpore, for example, was carried for 348 miles over the East Indian line. But the opening in 1881 of the Bombay, Baroda & Central India and Rajputana Malwa Railways the construction in 1889 of the Indian Midland line between Itarsi and Cawnpore, and later the amalgamation of that Railway with the Great Indian

Peninsula, and the opening of various connecting lines, have had the effect of practically denuding the East Indian railway of Bombay traffic which it carried for many years at low rates. The Aligarh Muttra line would enable the East Indian Railway to maintain a useful connection with Bombay, and it is, in the opinion of the Committee of the Chamber, distinctly to the advantage of the trade of Calcutta that there should be such a connection. For as has been indicated if one of the Bombay lines be given direct access to the districts east of the river, part of the traffic which now finds its way to Calcutta from those districts, will be eventually diverted to the western port.

4. The Committee of the Chamber strongly urge, therefore, that the attitude which the Board have hitherto adopted on the question should be maintained ; and, further, that sanction should be given to the construction of the Aligarh-Muttra connection as an integral part of the East Indian Railway system.

5. The papers accompanying your letter are returned herewith as requested.

No. 725 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1911.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I have the honour to acknowledge, with many thanks, the receipt of your letter No. 2059 R. C., Simla, dated 12th instant, together with a copy of a letter No. 131-1911, dated 19th January 1911, from the Bengal Chamber of Commerce, regarding the Muttra-Aligarh extension.—I have, &c.,

R. E. GREGOR-PEARSE,
Acting Secretary.

APPENDIX L-1.

RAILWAY TERMINAL ARRANGEMENTS.

No. 358—Ry. of 1911.

Public Works Department,

Bombay Castle, 31st March 1911.

The Chairman, Chamber of Commerce,

Bombay.

Sir,—I am directed to forward, for the information of your Chamber, a copy of Government Resolution No. 336-Ry., dated 30th March 1911, on the subject of the "Propositions" dealing with the Railway terminal arrangements in Bombay.—I have, &c.

R. T. HARRISON,

Under Secretary to Government.

No. 336-Ry. of 1911.

Bombay Castle,

30th March 1911.

Terms of Agreement relative to the terminal arrangements to be made in Bombay, in connection with the Bombay Port Trust Railway.

P. W. Department.

Read again—

Letter No. 320-Ry., dated 11th March 1909, to the Secretary to the Railway Board, and accompaniments, published in the *Bombay Government Gazette*, Part I, dated 18th March 1909 under Government Notification No. 1-Ry., dated 12th March 1909, and letter No. 326-Ry., dated 12th March 1912, to (i) the Chairman, Bombay Port Trust, (ii) the Agent, G. I. P.

Railway Company, (iii) the Agent, B. B. & C. I. Railway Company, regarding the terms of Agreement relative to the terminal arrangements to be made in Bombay in connection with the Bombay Port Trust Railway.

Read also the following subsequent correspondence :—

(i) Letter No. 1307-R.T., dated 19th July 1909, from the Secretary to the Railway Board, and accompaniment.

(ii) Letter No. 1099-Ry., dated 13th August 1909, to the Secretary to the Railway Board, and accompaniment.

(iii) Letter No. 1338-R.T., dated 19th August 1909, from the Secretary to the Railway Board.

(iv) Letter No. 1623-Ry., dated 13th December 1909, to the Agent, G. I. P. Railway Company.

(v) Memorandum No. 1624-Ry., dated 13th December 1909, to the Agent, B. B. & C. I. Railway Company.

(vi) Letter No. 76 M.—3, dated 24th December 1909, from the Agent, G. I. P. Railway Company.

(vii) Letter No. 241-Ry., dated 16th February 1910, to the Secretary to the Railway Board, and accompaniments.

(viii) Letter No. 76-M.—13, dated 23rd February 1910, from the Agent, G. I. P. Railway Company, and accompaniment.

(ix) Letter No. 1218-Ry., dated 16th September 1910, to the Chairman, Bombay Port Trust, and accompaniment.

(x) Letter No. 5681, dated 11th October 1910, from the Chairman, Bombay Port Trust.

(xi) Letter No. 5792, dated 17th October 1910, from the Chairman, Bombay Port Trust.

(xii) Letter No. 1470-Ry., dated 11th November 1910, to the Chairman, Bombay Port Trust.

(xiii) Letter No. 7187, dated 22nd December 1910, from the Acting Secretary, Bombay Port Trust, and accompaniment.

(xiv) Letter No. 102-Ry., dated 25th January 1911, to the Chairman, Bombay Port Trust.

(xv) Letter No. 903, dated 14th February 1911, from the Secretary, Bombay Port Trust, and accompaniment.

Letter No. 403-R.T., dated 16th March 1911, from the Secretary to the Railway Board—Forwards a copy of the Terms of Agreement as finally accepted by the G. I. P. Railway, the B. B. & C. I. Railway and the Bombay Port Trust, and suggests that these terms may now be published.

RESOLUTION.—His Excellency the Governor-in-Council is pleased to direct that the terms of Agreement*, as finally settled, should be communicated to all concerned and also published in the *Bombay Government Gazette*.

R. T. HARRISON,
Under Secretary to Government.

To

The Railway Board (by letter),
The General Department, Secretariat,
The Marine Department, Secretariat,
The Private Secretary to His Excellency the Governor,
The Chairman, Bombay Port Trust,
The Chairman, Chamber of Commerce, Bombay,
The Chairman, Bombay Millowners' Association,
The Chairman, Bombay Native Piece-Goods Merchants' Association,
The Chairman, Indian Merchants' Chamber and Bureau, Bombay,
The Chairman, Grain Merchants' Association, Bombay,
} (By letter)
The Agent, G. I. P. Railway Company,
The Agent, B. B. & C. I. Railway Company,
The Agent, Madras and S. M. Railway Company,
The Chief Engineer and Agent, Barsi Light Railway Company,
The Agent to the Governor, Kathiawar (for communication to the Kathiawar Railways).
The Editors' Table, Bombay.

* Printed as an accompaniment to this Resolution.

ACCOMPANIMENT TO GOVERNMENT RESOLUTION, PUBLIC WORKS DEPARTMENT, No. 336-RY., DATED 30TH MARCH 1911.

Terms of Agreement as finally accepted by the G. I. P. Railway, the B. B. & C. I. Railway and the Bombay Port Trust, relative to the terminal arrangements to be made in Bombay.

Clause 1.—Depôts and warehouses required on Port Trust Property for the future expansion of the export trade shall be constructed at the cost of, or by arrangement with, the Port Trust. Access to such depôts and warehouses from the B. B. & C. I. and the G. I. P. Railways shall be provided.

Claus 2.—To enable traders to consign goods direct to the depôts and warehouses, or to the docks, the Port Trust is to construct a Railway under the Railways Act, to be called the Bombay Port Trust Railway, which shall have direct junction with the G. I. P. Railway Harbour Branch, and connection with the B. B. & C. I. Railway, either directly, or indirectly *via* the G. I. P. Railway under suitable arrangements between the two Railway Administrations.

Clause 3.—All consignments to or from the Port Trust depôts and warehouses, and for direct shipment, or for direct import by sea to up-country stations, shall, unless other arrangements are mutually agreed to, be routed *via* the Port Trust Railway, and *via* the Harbour Branch of the G. I. P. Railway, or *via* the Mahim Link, according to whether the traffic is interchanged with the G. I. P. or B. B. & C. I. Railway.

Clause 4.—Unless otherwise arranged by mutual agreement wagons interchanged by the Port Trust Railway with the G. I. P., and B. B. & C. I. Railways shall be handed over at the receiving or despatching sidings at the Port Trust Railway Junction.

All work in dealing with these wagons while on the Port Trust Railway shall be carried out by the Port Trust Railway staff.

The G. I. P. Railway and the B. B. & C. I. Railway shall be permitted to have their own goods staff at the Port Trust depôts, warehouses and docks, for the delivery to consignees of goods received from the G. I. P. Railway and the B. B. & C. I. Railway, and for the consignment up-country from the Port Trust depôts,

warehouses and docks, unless the G. I. P. Railway and the B. B. & C. I. Railway prefer to employ the Port Trust Railway as their Agents for such deliveries.

Clause 5.—The G. I. P. Railway Company shall be permitted to extend their Harbour Branch to Wadi Bunder station. If the Railway Company elect to make this extension, the lines must be laid and opened within a reasonable time. The Port Trust shall give reasonable facilities to enable this connection to be made.

Pending construction of the connecting line, the Port Trust shall, as a temporary measure, permit the G. I. P. Railway to use the rails now laid on Port Trust property between the Harbour Branch and Wadi Bunder.

Clause 6.—Traffic now carried by the G. I. P. Railway to Wadi Bunder, and by the B. B. & C. I. Railway to Carnac Bunder, shall, at the consignor's option, be carried there by the Railways and dealt with there under the conditions that now exist, especially with reference to the use now made of the rail connection between Wadi Bunder and the docks and the carting of goods to and from, and from and to, Wadi Bunder and the docks, and with reference to the use now made of the rail connection between Carnac Bunder and the docks, and the carting of goods to and from, and from and to, Carnac Bunder and the Docks.

Clause 7.—The G. I. P. Railway shall be allowed to improve, if necessary, their existing arrangements for working their present yard at Wadi Bunder, and to extend, if necessary, their shed accommodation for local booking, but shall not be allowed to extend their existing accommodation for warehousing purposes beyond existing sanction, unless the Port Trust refuses, or is unable, to provide such additional warehouse accommodation required to meet the demands of trade.

This arrangement is to apply equally to the B. B. & C. I. Railway, with reference to their Carnac Bunder station.

Clause 8.—The G. I. P. and B. B. & C. I. Railway Companies and the Port Trust shall take no action tending unfairly to divert traffic to their own yards or depôts.

Clause 9.—The G. I. P. and B. B. & C. I Railways shall quote for inwards goods to Bombay the same charges for railway freight, excluding terminal, to the point of junction with the Port Trust Railway, as they do to their own termini in Bombay. For outwards goods intended for direct consignment from the docks and other Port Trust Railway stations to up-country, the G. I. P. and B. B. & C. I. Railways shall quote the same charges for freight from via the Port Trust Railway Junction as from Wadi Bunder and Carnac Bunder, excluding terminal. This clause does not debar the two Railways from collecting from the public, in respect of goods consigned via the Port Trust Junction, whatever terminals may be in force on such goods when consigned to or from Wadi Bunder or Carnac Bunder.

Clause 10.—The G. I. P. and B. B. & C. I. Railway Companies are to give to the Port Trust Railway, as payment for terminal services rendered, such allowance as may be decided, in respect of consignments dealt with by the latter.

Clause 11.—The interpretation of any clause, and the amount of allowance under clause 10, to be left to the decision of the Bombay Government acting in consultation with the Railway Board.

APPENDIX **L-2.**

RAILWAY ARRANGEMENTS AT THE MAZAGON-SEWRI DEPOTS AND THE DOCKS.

No. 1916.

BOMBAY PORT TRUST,
SECRETARY AND CHIEF ACCOUNTANT'S OFFICE,
BOMBAY, 30th March 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith a printed copy of a report, dated 10th March 1911, regarding the details of the Railway

arrangements of the Trustees at the Mazagon-Sewri Depôt and the Docks, together with copies of the plans mentioned in the margin thereof.

I am to say that the Board have generally approved the Railway arrangements as shown on the plans, and to ask that the Chamber of Commerce may favour the Board with any remarks they may have to make on the proposals.—I have, etc.,

H. E. HART,
Secretary.

REPORT OF THE COMMITTEE APPOINTED UNDER TRUSTEES' RESOLUTION NO. 444 OF 23RD AUGUST 1910 FOR THE PURPOSE OF SUBMITTING PROPOSALS AS REGARDS THE DETAILS OF THE RAILWAY ARRANGEMENTS OF THE PORT TRUST.

To THE CHAIRMAN,
BOMBAY PORT TRUST.

SIR,—We have now the honour to submit herewith our report showing our proposals as to the Railway arrangements which should be adopted on the Port Trust Railway system.

We have held six meetings and prepared a number of drawings showing—

(a) Drawing No. 7989-D.
(b) Drawings Nos. 7990, 7993 and 7992 (A)-D.
(c) Drawings Nos. 7993 and 7993 (A)-D.
(d) Drawings Nos. 7993 and 7994-D.
(e) Drawing No. 7991-D.

(a) Wadala yard,

(b) The Cotton Depôt.

(c) The Grain and Seeds Depôt.

(d) The Lines between these two Depôts and Wadala.

(e) The proposed alterations and additions of the lines in the Victoria and Prince's Docks when the Alexandra Dock is in commission.

(f) Drawings No. 7995-D.

(g) Drawings Nos. 7994, 7993-D and 7991-D.

(f) The proposed arrangements of lines in the Alexandra Dock.

(g) The Lines connecting Wadala and the Depôts with the three Docks.

2. In the first place we desire to record the fact that we do not claim for any of those yards and arrangements as shown on our drawings that they are ideal. In nearly every case the governing factor has been the shape and the area of the land available, and we have done the best in the circumstances.

The design at any rate of some of the yards may therefore appear unusual, but this is unavoidable, and we think it will be found that the yards are all up to the traffic which they will be called upon to deal with and that this traffic can be expeditiously and efficiently handled in the same.

We have endeavoured to economise space as much as possible in view of the fact that land is very valuable, especially south of the proposed Victoria Road Bridge.

3. The drawings show the yards which, we consider, will be necessary for the traffic in the reasonably near future when the Port Trust Railway has secured the bulk of traffic to and from the docks.

They also allow for still further expansion of traffic up to the limit of what we consider may with reason be ultimately looked for and lines have accordingly been shown dotted and space left on the plans.

At the same time it will not be necessary to provide the full yards as shown in full lines in the first instance. The process of securing to the railway the bulk of the traffic which is now carried by bullock cart will take some three or four years at least and the railway facilities should be allowed to grow with the requirements, hence on first opening the railway lines and sidings as shown in full lines on the drawings, need not all be laid, and we contemplate showing separately on a set of our drawings when they have been lithographed, which lines should be laid to start with.

The estimate can be prepared in a similar way and show the expenditure necessary at once and that which can be spent in the following three or four years.

Amount of Traffic to be dealt with.

4. This now brings us to the question of the amount of traffic that is likely to be carried on the Port Trust Railway.

The tonnage of traffic brought into Bombay by each of the two Railway Companies has been worked out from the station to station traffic statistics of the two railways for five years 1905-1909 in respect of the chief commodities.

A table showing the averages calculated from these is appended to this report as Appendix No. 1, and the amount that may be taken as likely to use the two railways *before making any allowance for the expansion of trade* is as follows :—

(*a*) It may be assumed that the whole of the *cotton* (with the exception of the 18,590 tons per annum which is brought in by country boat) will be required to be delivered by rail in the Port Trust Depôt and will be carried to that place by the Port Trust Railway (*viz.*, 427,000 tons per annum), and further that about 3/4ths of the 268,000 tons, which is exported by sea, will be sent to the Docks from the Depôt by the Port Trust Railway.

(*b*) Also that a great portion of the *Grain and Seeds* which is brought to Bombay by rail and which is exported by sea will be required to be carried to the depôt by the Port Trust Railway, and subsequently conveyed thence to the Docks by the Port Trust Railway, *viz.*, about 800,000 tons per annum.

(*c*) Also that the whole of the *Manganese Ore*, which constitutes practically the whole of the trade shown in Appendix 1 as Metals exported, will be delivered on the dumping ground on the Mazagon-Sewri Reclamation by the Port Trust Railway, and be conveyed thence to the Docks subsequently by the Port Trust Railway, *viz.*, about 350,000 tons per annum.

(*d*) Of the remaining 600,000 tons or so of traffic exported per annum from Bombay, we can form no very accurate estimate of the amount that the railway will carry, but it would seem advisable to make provision for an amount about equal to the Manganese Ore, say

It is not suggested that there is any certainty of this much of the " Miscellaneous " traffic being secured to the

Port Trust Railway, but this is the amount which from the very slender information to hand, it has been considered advisable to provide for.

(*e*) With respect to the import traffic landed in Bombay and sent up-country by rail, Appendix 1 shows the average tonnage dealt with yearly and it will be noticed that it is well under half the exports. It is very difficult to say how much of this will come over the Port Trust Railway, but it is clear that excluding coal, any very large quantity need not be expected and it will be easy to deal with the quantity, offering in the Railway Companies' empty wagons from which inwards goods have been unloaded.

(*f*) With respect to coal it will be seen that a dumping ground on the Sewri-Mazagon Reclamation has been provided where ground is cheap (comparatively) and where the coal will be particularly handy for the mills. This depôt need not, of course, be laid down till the Trustees are satisfied that the coal trade will come into Prince's Dock after alteration or otherwise, as may be decided, but the provision is adequate should it be determined hereafter to lay down the depôt.

The postponing of this matter will have also the additional advantage of enabling the Trustees to see how much of the coal trade will be displaced by electricity.

5. The above details enable us to say with some approximation how much traffic will come annually over the Port Trust Railway (a suitable allowance, say, roughly 50 per cent., being made for expansion of trade), but it leaves undecided the more important question (from the point of view of the design of the yards, &c.) as to how much traffic in each commodity will be required to be carried by the Port Trust Railway *per diem* as a maximum in times of stress. Also as to whether the maxima of each commodity will be likely to occur on the same day.

Appendix 2 is a small diagram showing the activity each week for the last 15 months in each trade as measured by the exports from the Docks, and we are driven to the conclusion that, although it is improbable that these maxima in all the trades (Cotton, Grain,

Seeds, Manganese and through traffic to the Docks) will occur on the same day, yet it would not be safe to reckon on their not doing so and our arrangements allow accordingly.

With regard to the maxima daily traffic, there are no statistics available from which we can get this. We have, however, the daily shipments and we have made such enquires at the Colaba Goods Station, &c., as are possible and a daily figure of something less than $\frac{1}{100}$th of the whole year's traffic seems to be the maximum.

Taking $\frac{1}{100}$th that would give us (allowing the 50 per cent. expansion of trade referred to above) per diem :—

6,400	tons	Cotton.
12,000	„	Grain and Seeds.
5,200	„	Manganese.

With the fraction something less than $\frac{1}{100}$th and checking our figures against the daily Dock exports and information obtained from the station we take :—

Maxima daily traffic

5 000	tons	Cotton.
10,000	„	Grain and Seeds.
3,500	„	Manganese.
3,500	„	Sundries booked through to the Dock.
Total ... 22,000	tons	

or in wagons per day maxima—

400	Wagon	loads	Cotton.
700	„	„	Grain and Seeds.
200	„	„	Manganese Ore.
250	„	„	Sundries through booked to Dock.
Total 1,550	„	„	

It should be clearly understood that these figures give the maximum traffic that is likely to be experienced in any single day when business is exceptionally active, *after the volume of trade in Bombay has expended by 50 per cent. on present figures.*

WADALA YARD.

6. Turning now to the individual yards we desire in the first instance to emphasise the necessity for a large, well designed and well equipped yard at Wadala where the trains will be taken over from, and be made over to, the Railway Companies. See Drawing No. 7903. D.

In any circumstances a yard of some sort at this place would be necessary for the reception of the Companies' trains and in which they could be handed over to the Port Trust and *vice versa*.

The Companies' engines would leave the trains here and the Port Trust engines take them over, hence locomotive facilities both for the Companies and the Port Trust are clearly indicated, as also is some provision for sick wagons.

Indeed so far as the Port Trust is concerned the requirements both as regards locomotives and wagons must be fairly complete, for it is here, clearly, that the headquarters of the Locomotive and Wagons Department with the necessary shops for upkeep must be established, for at any other spot on the Port Trust Estate the land is much more expensive.

7. But a mere reception yard at Wadala is not enough, some arrangements for sorting are essential, and sorting sidings for *both* inward and outward traffic must be added to the reception sidings.

We are aware that it has been placed on record that the two Railway Companies can do all the sorting of wagons for the Port Trust Railway "even to sheds" in depôts, and presumably therefore to berths of the Docks also; the G. I. P. at Kalyan and the B. B. & C. I. at Bandra.

We doubt if it has been fully realised what a great amount of sorting this would involve. It is certain that the yard now being built at Kalyan is not capable of doing it In point of fact no provision has been made in that yard for such sorting for the Port Trust traffic. It is intended to sort there merely to depôts and the Docks, a partial sorting which will be of very little service to the Port Trust.

Nor would complete sorting at Kalyan and Bandra, if such were possible, be nearly as satisfactory from the Port Trust point of view as sorting on arrival on the Port Trust Railway. With the latter

arrangement it will be possible to alter the destination of wagons and divert them from the booked destination (say, one of the depôts, to the Docks) on the request of the consignee at the last moment in a manner that would be quite impossible if all sorting were done outside of Bombay. Similarly in case of accidents, a bad derailment or otherwise, it might be necessary to divert the traffic from its normal channels and to marshall the trains quite differently in conformity with the demands of the circumstances. Such elasticity could not possibly be obtained if all the sorting were done outside of Bombay.

8. Further even if the trains from the two railways were received completely sorted for sheds and berths (or for sections of the depôts and of the Docks as we are proposing to do in our design for Wadala Yard) it would still fail to relieve the Port Trust of the necessity for providing sorting arrangements at Wadala, for there will be a good deal of sorting to be done with Port Trust wagons and with Companies' wagons on the Port Trust Railway and either this must be done in various small sorting yards attached to each depôt and at various spots up and down the line or else arrangements must be made at Wadala, where all the major sorting can be done.

9. Now the former of these two alternatives has every thing against it. These sorting yards would take up a great deal more land than the alternative provision at Wadala would, and that in places where the land is worth as much as perhaps Rs. 40 per square yard against something under Re. 1 at Wadala. The delays to wagons in passing over the Port Trust lines encountering the sorting yards would be considerable and the number of movements of each wagon increased as also would be the number of engines that must be employed with the result that the cost of working the Port Trust Railway would be increased and the capacity (number of wagons that can be dealt with per day) would be decreased.

It is undoubtedly in accordance with the best modern practice to concentrate all the shunting so far as possible in one place (as contemplated in the second alternative above) and there deal with it in a well designed yard and, if possible, by gravity. The whole work of shunting could then be done very much cheaper and quicker.

10. This brings us to the design adopted at Wadala, *viz.*, the "Hump" Yard design in which every train is pushed over a hump

and on descending therefrom by gravity on the other side the point of the various sidings being actuated by a man in a cabin at the hump, each wagon is received in the particular line that is set apart for its destination, and hence train loads of wagons for the same destination are collected in the various sidings.

In this manner a train can be completely sorted in about ten minutes as against about 1½ hours on the old system, and one engine can do the work of several, to say nothing of the great gain in the wear and tear of wagons which are no longer pulled and pushed alternately with the innumerable jerks for the long period while this sorting is going on.

With the very large traffic which the Port Trust will have to receive from the two Railway Companies these points are clearly of great importance and we consider the provision of a Hump Yard at Wadala is a *sine qua non*. Were this not approved the whole of the arrangements up and down the line will have to be redesigned, as every part of the line has been arranged on the assumption that the Hump Yard at Wadala will be built.

11. We have accordingly designed a yard at Wadala with a hump for sorting the incoming wagons and also a smaller hump for sorting the empty (and loaded) wagons returned to the Companies' Railways.

We have divided (as will be seen in the plans of the docks and depôts to be mentioned hereafter) the Alexandra Dock into three sections and the Prince's and Victoria Docks into two sections and the Cotton Depôt into ten sections grouped into three groups, the Grain Depôt into ten sections, and there is in addition the Manganese Ore Dumping ground.

A perusal of the Wadala plan will show that lines have been provided for each of these sections as also for wagons found to be unfit to go on as well as for brake vans of the Companies' trains which are collected and transferred from the inwards to the outward side of the yard for attachment to outgoing trains.

The wagons are thus sorted for the particular section of the Dock or depôt they are going to, and on arrival there, as will be seen later, these "section" trains are subdivided, if necessary, to berths or sheds as the case may be.

Similarly for outgoing down traffic the wagons will be sorted over the smaller hump for the part of the particular Railway they are going to.

12. It will be observed that on the outgoing sidings five lines are marked as "Back to Docks"; this is necessary in order to conveniently comply with the demand for empties or Railway Companies' wagons of a particular kind in the Docks for loading.

It has also been taken advantage of for the purpose of sorting the wagons that come out of the Cotton Depôt where (unlike the grain Depôt, for reasons to be hereafter explained) the empty and loaded wagons for all parts of the Docks will be mixed up. These will be taken back to Wadala and passed over the small hump where the sorting will be completed in ten minutes and the loaded wagons be ready for transport to the Docks and the empty Companies' wagons ready for despatch to the home line.

Urgent consignments from the Cotton Depôt will be conveyed direct to the Docks over a line specially provided, without going to Wadala.

13. It is unnecessary here to trace the movements of wagons and the engines to all sections of Depôts and Docks and returning therefrom, but this we have done with some care and provided for the necessary lines and crossovers in each case, due regard being had to the volume of the traffic.

The shape of this Wadala Yard, it will be observed, is somewhat unusual, owing to there being insufficient length to put the inward reception, hump and sorting lines in one line as is usual, a back shunt has been necessarily introduced.

Neck at Sewri.

See Drawing No. 7994/D1.

14. We now come to the section of the line at Sewri between the Wadala Yard and the Timber Ponds. This is a very important neck and needs careful treatment, and in view of possible future requirements it is considered that it would be very advisable to take up a strip of land on the west, sufficient for, say, three more tracks. A new chawl has been built at this spot which is unfortunate, and although this need not perhaps be purchased, steps should be taken to purchase the strip referred to before more chawls are built.

15. The question now arises as to the treatment of the lines leading to the Railway Store Yards. Dotted lines have been shown indicating how these can be taken round Wadala Yard, but this is rather costly and moreover increases the number of lines on the narrow neck under consideration. Further there is hardly likely to be enough traffic to warrant the expense at first, so we have shown them as crossing our Port Trust lines and running into the G. I. P. Harbour Branch line, merely adding as a possible development a refuge siding on the up line for trains waiting for signal to pass over this crossing, so that they can lie-by without fouling the G. I. P. Harbour Line all the time.

16. Out-going oil trains will necessarily have to cross-over all Port Trust lines further north.

17. Both these crossings will require to be properly signalled ; so that when a train is crossing, the Port Trust Railway traffic on the Port Trust Main line will be held up and *vice versa*.

COTTON DEPÔT.

18. The next part to be considered is the Cotton Depôt.

In this case the very peculiar shape of the plot of land on which the depôt had to be located is the controlling factor in the design and a drawing was prepared showing a yard in which the lines ran right through, and wagons would leave for the Docks at the opposite end from that at which they entered from Wadala, see drawing No. 7990/D1. See Drawing Nos. 7990, 7993 and 7992 (*a*).

This was subsequently condemned in favour of the plan now put up, on the ground that the curved lines for shunting would render the working of the yard difficult. The roads too would intersect the Railway too much and make the working of the Railway dangerous.

In the plan now adopted no attempt has been made to obtain an exit by rail at the opposite end of the yard. This, it will be seen, leaves the wharf free from all Railway lines for road traffic. It also enables bales of cotton to be conveyed from any part of the depôt to any other part by road (cart or tramway if the latter is put down) without crossing the Railway lines. Drawing No. 7993/D1.

Further, it makes the Railway lines for shunting straight instead of curved as also the lines of shed and Jaithas with the result that waste of ground is eliminated as also is the extra cost of building curved lines of buildings.

19. It will be noticed that an echelon system of lines has been adopted for this depôt, and it will easily be realized how greatly the the supply of wagons to a particular shed will be facilitated in this way. The length of the dead-ends shown varies but the average is about 270 feet from buffer stop to buffer stop, but this length can be varied at will when the depôt is being built, so as to prevent more than one merchant being on the same dead-end.

It is not, however, suggested that in pursuance of this intention the length of the dead-ends shall be so freely reduced as to give even merchants with small holdings a separate dead-end as it will not pay the Port Trust to subdivide the lines, so as to deal with small merchants, who are only taking a single shed ; but any reasonable re-arrangements may be made.

By this echelon system each merchant can, subject to the above restriction, have wagons put in and taken out without disturbing his neighbour.

Further the waste of space where the cross-over line comes in the ordinary plan of yards (on which no wagon for loading or unloading can be stood without stopping all further shunting) is avoided.

20. An essential provision in this depôt is the large Railway Shed shown in the centre. It will be realized that it is quite impossible that all the Cotton booked to Bombay shall be booked to some merchant's shed.

Merchants may, for instance, want to take delivery of their cotton and cart it direct to a mill or steamer. They may not all desire to avail themselves of the Port Trust shed. Provision has, therefore, to be made for the receipt and delivery of cotton under the conditions that now exist in the Railway Sheds at Colaba, by which merchants are given free warehousing for a short time after the cotton is available for delivery after which they are subject to "Wharfage."

For these and many other reasons it is necessary to have a general Railway shed at which the public can be served (as they could not be at any private shed) and dealt with under the ordinary Railway Rules of "Wharfage," &c.

It is calculated that 1½ lines (Rows E and D) will suffice for these Railway sheds at first, D open and E covered, and that subsequently as merchants avail themselves more and more of the Port Trust facilities for warehousing Row E will suffice. D could then be built on to the demand of merchants.

21. An auxiliary to this depôt is the small "arrival" and "departure" station. This will be seen just to the north of the depôt. Trains from Wadala will be brought into the arrival sidings; they will arrive marshalled for Sections of the depôt, *i. e.*, trains will contain wagons only for, say, lines, A, B or C, D and E.

The engine from Wadala (being probably a steam engine) will be cut off there and run round and will be attached to wagons standing in one of the departure lines and will take them to Wadala.

The electric engine (which will probably be adopted as the Cotton Trade have been promised that steam engines will not be used in the depôt) will then bring the loaded trains in and distribute the wagons at the sheds. It will also place empty Port Trust wagons against the sheds as required for loading for Docks.

It will be observed that the stabling sidings for Port Trust wagons are very close and handy for both this Cotton Depôt as well as for the Grain and Seeds Depôt.

22. In the Cotton Depôt it will be noticed that unlike the Grain and Seed Depôt, the full wagons from up-country are unloaded at the same platforms as the Port Trust wagons are loaded for shipment. This means that when the electric engine comes to remove wagons there will both be empty Companies' wagons and loaded Port Trust wagons, and in order to prevent the necessity for a sorting yard here it is proposed, as mentioned in para. 12 above to take all Wagons back to Wadala to be sorted, except that urgent consignments for Docks will be separately despatched to Docks over the line shown for that purpose on the drawing.

GRAIN DEPOT.

23. In this Depôt the requirements of the trade are different to those for the Cotton Depôt. No masonry sheds are necessary, wider platforms are required, and the carting facilities are not so important as practically the whole of the stuff brought into this depôt is required to be subsequently reloaded for shipment, whereas in the case

See Drawing Nos. 7993 and 7993 (a).

of the cotton 40 per cent. goes to the mills and of the remainder a large portion is sent by lighter to the Docks.

In the case of this depôt, therefore, it has been arranged to provide Railway accommodation at both sides of the platform (with a road as well on one side) and to arrange for all loading up for the Docks to be done one side and all unloading of wagons from up country on the other. Hence loaded and empty wagons will not get mixed up at all and the necessity for sorting disappears.

24. The necessity for a general Railway shed is not so great here as in the Cotton Depôt, for there are other stations in Bombay at which grain and seeds for local consumption can be received by the public and it would not be a matter of the same importance here as in the cotton if the whole depôt is given to the merchants engaged in the trade.

Still a general Railway shed here too is necessary, though probably of a smaller size As, however, the style of shed is the same whether it is for a general Railway shed or for a particular person it is not necessary here, as in the case of the Cotton Depôt, that the size of the general Railway shed should be fixed beforehand and we can set apart such accommodation, when the depôt is built for railway purposes as may be found necessary.

25. Just to the south of this depôt a set of dead-ends will be seen. These are available for collecting train loads from the Grain Depôt for the Docks in cases where the depôt is not loading a sufficient number of wagons for any particular ship to make up a train load in the depôt itself.

26. It will be noticed that the position of Tank Bunder Station on the G. I. P. Harbour Branch has been shown as altered. It has been moved (in the drawings submitted, see No. 7993) to close up to the proposed Victoria Road Bridge, on to which the passengers can pass from the platform direct by a flight of stairs.

The tram line will doubtless hereafter pass over the Victoria Road bridge and passengers can thus proceed by tram direct to the Cotton Trade Association rooms or to the Grain Exchange rooms.

It is thought that the G. I. P. Railway will offer no objection to this shifting of Tank Bunder Station as also to one or two unimportant diversions of the Harbour Branch Railway at and near Sewri.

LINES IN THE DOCKS.

27. South of these two depôts the arrangement, it will be seen, is that one pair of lines will carry the traffic from these depôts to the Docks and back, while the other pair will carry the traffic from Wadala as well as from the Manganese and Coal Depôts to the Docks and back.

28. In the old Docks it will be seen that a rearrengement is proposed very much on the lines of the scheme proposed by Mr. Messent some years ago, except that a small arrival and departure station is added just outside the Docks opposite Wari Bunder Station. This, it it will be observed, serves the two sections of these two Docks into which the Railway arrangements naturally divide them. See Drawing No. 7991.

29. It will be noticed that the present connections between the Prince's and Victoria Docks and the Railway Companies' Stations have been maintained as it has been agreed that they should. It is thought, however, that in view of the fact that with the new arrangement proposed the connection from Wari Bunder Yard commands the whole of the Railway lines of these two Docks, the G. I. P. Railway may perhaps be willing to remove the line, between berth No. 9, Victoria Dock, and Carnac Bunder Siding road as also the line down Masjid Bunder Road as these will then become redundant, and their existence may tend to interfere with the smooth working of the traffic to some extent.

The B. B. and C. I. Railway will, however, also have to be referred to about this, as they are interested in the siding down Carnac Bunder Road.

30. There now remains only the arrangements in the Alexandra Dock. It will be noticed that the number of lines on the wharves in front of the Transit Sheds is as was settled some two years ago after reference to the Chamber of Commerce and other bodies. We have merely connected those lines with the necessary arrival and departure sidings which have been added, and it will be seen on reference to the drawings how the mere placing of the wagons in these arrival (reception) sidings completes the sorting of trains, already sorted for sections at Wadala, to berths. See Drawing No. 7995.

It is of course understood that there is nothing to prevent a full train load intended for one berth, where, say, a large ship is loading quickly, being conveyed there direct instead of going through the formality of being placed in the reception sidings, which after all

are only for the purpose of collecting wagons for one berth and for detaining them temporarily if the wharf is not ready for them.

31. It now only remains to notice the passenger lines connecting the Victoria Terminus with the deep sea pier station and the troop sidings, and with respect to these we have accepted the understanding already arrived at and merely worked these lines in with the schemes.

J. R. REYNOLDS.
A. C. RUMBOLL.
G. E. LILLIE.

10th March 1911.

APPENDIX No. 1.

GOODS BROUGHT TO BOMBAY FROM UP-COUNTRY BY RAIL AND COUNTRY BOAT AND EXPORTED BY SEA.

Figures are averages for 5 years 1905—1909.

Commodity.	G. I. P. Ry.	B, B. & C. I. Ry.	By boat at the Bunders.	Total.	Exported by Sea.	Remarks.
	Tons.	Tons.	Tons.	Tons.	Tons.	
Cotton (Raw)	3,10,900	1,16,060	18,500	4,45,500	2,68,600	Balance goes into the Bombay Mills.
Cotton Twist and Yarn, Cotton Piece-goods, Indian and Foreign	1,210	..	..	..	1,10,000	This is probably the product of the Bombay Mills.
Grain and Pulse ..	1,84,600	1,29,740	about 50,000	3,64,000	2,60,800	
Seeds of all kinds ..	4,46,600	1,02,750	about 5,000	5,54,000	5,77,200	
Metals	2,85,600	54,000	..	..	3,40,000	Nearly all this is manganese ore.
Sugar refined and unrefined	4,670	..	..	..	39,200	These totals do not include the quantities brought into Docks by Coasting Steamers.
Other Merchandise ..	2,16,460	2,77,460	..	..	..	Only a small portion of that, however, finds its way into the Depôts so it may be neglected.
Grand Total ..	14,48,600	6,26,020	..	20,75,000	..	

GOODS IMPORTED BY SEA AND SENT UP-COUNTRY BY RAIL.

Commodity.	G. I. P. Ry.	B. B. & C. I. Ry.	By Coasting Boat.	Total.	Imported by Sea.	Remarks.
	Tons.	Tons.	Tons.	Tons.	Tons.	
Cotton (Raw)	4,510	..	..	62,200	63,000	
Cotton Piece-goods, Indian and Foreign.	38,820	18,920	..			
Grain and Pulse ..	48,460	36,900	..	..	356,800	Mostly consumed in Bombay.
Seeds of all kinds ..	1,180	..	..	..	..	
Metals and Machinery	83,100	54,690	..	137,800	276,000	
Sugar, refined and unrefined.	65,400	41,010	..	106,500	164,400	
Other Merchandise ..	343,640	267,640	..	611,300	..	Including Coal.
Grand Total ..	582,700	382,420	..	965,000	..	

No. 476 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 1st June 1911.

The SECRETARY, BOMBAY PORT TRUST,

Bombay.

SIR,—I have now to advise with reference to your letter No. 1916 of 30th March 1911 that copies of the report referred to therein have been circulated to various members of this Chamber by whom the plans showing the Railway arrangements proposed by the Trustees at the Mazagon-Sewri Depôt and at the Docks have been examined at a meeting held in the rooms of the Chamber on the afternoon of the 10th April.

2. The arrangements proposed are naturally of the greatest interest to Shipping Companies and to Merchants generally and the plans submitted have been closely scrutinized.

3. Many criticisms have been passed on the arrangements proposed for working the sheds in the Alexandra Dock and to some of these reference is made further on as also to certain alterations suggested in the Cotton and Grain Depôts and elsewhere.

4. Since the meeting above referred to my Committee have discussed the plans in detail and their opinion is that whilst, as mentioned in para. 2 of the Report, the plans are not ideal, they are perhaps on the whole, but subject to the following remarks, the best possible under the circumstances. As regards the Alexandra Dock the Committee consider it a matter for regret that the question of Railway communications did not, in the first instance, receive sufficient attention, they recognise however that all that can be done now is to make the best of the design as it exists.

5. With these preliminary remarks I now refer to the plans in detail in the order mentioned in the report.

Wadala Sorting Yard.—My Committee refrain from criticising the plan submitted as Railway arrangements for a yard of this character are a matter for settlement by Railway experts, but with reference to the suggestion referred to in para. 7 of the report that sorting for the Depôts, Sheds and Berths might perhaps be done by the Railways in their Yards at Kalyan and Bandra, my Committee hold that such an arrangement would be most inconvenient—even if it were possible, which they understand, it is not—for sorting sidings should be within easy distance of the Depôts and Docks so that amended instructions can be carried out up to the time when the wagons are just about to be despatched to their final destination. A Railway yard of some kind at Wadala is an absolute necessity in any case and from a mercantile and shipping point of view the final sorting should be left to the last moment, when, as mentioned, the wagons are ready for despatch to the Sheds at the Depôts or to the Docks.

The Cotton Depôt.—It is understood that since your letter was received an amended plan for Godown and open storage spaces has been submitted to the Cotton Trade Association by whom the matter is now under consideration. So far, therefore, as the laying out of this Depôt is concerned, my Committee would only suggest that before building work is actually taken in hand the trade should be again consulted so that if possible intending lessees may have plots laid out to suit their special needs. My Committee presume that the cost of laying out the Depôt eventually will not vary materially from that as shown by the plan now submitted and do not think that any inconvenience will be caused by the matter being allowed to stand over.

The return to the Wadala Yard of loaded wagons for the Dock is perhaps under the circumstances the only arrangement, possible, and if this, as has been stated, will not take more than a few minutes there may not be much delay, but my Committee are glad to note that an emergency line for direct despatch to the Docks has been provided for urgent shipments.

The Grain and Seeds Depôt.—The Railway plans are approved, but an alteration is required in the Shed arrangements. These are shown on the plan as of a width of 80 feet including two platforms of 10 feet each. My Committee request that the inside width of the sheds be not less than 80 feet with two outside platforms, one on the despatching side of 20 feet, the other of 10 feet and that the roadway now shown on the despatching side be transferred to the receiving side, so that carts may come alongside the Sheds, the receiving rails to be laid on the road.

Tank Bunder Station.—My Committee note the position of the Tank Bunder Station shown on the plan and will be glad to know what arrangements have been made to provide quick transit by rail between the Fort and the Depôt. It is understood that originally the Port Trust had prepared plans for an overhead Railway to take off from the top of the Carnac Bridge to be run in connection with the electric tramway system along the Hornby Road, but that this has been put aside to allow of a scheme by the G. I. P. Railway from the Victoria Terminus. Plans for this scheme, it is believed, are being drawn up, and as it seems necessary that this connection should be in working order in about three years time my Committee will be obliged if the Trustees will advise them how matters stand for a Depôt trade at Mazagon-Sewri cannot be carried on successfully without quick communication with the Fort.

Prince's and Victoria Docks.—The arrangements proposed for the wharves appear satisfactory, but my Committee fear that cart traffic may be hampered if entrance to the Docks is concentrated chiefly on the main gate. With adequate rail arrangements cart traffic must materially decline, but even so, and more especially at the commencement of the new system, it will always be heavy in and out of these two Docks. The plan shows that the rails to the Alexandra Dock are carried on an overbridge in front of the Prince's and Victoria main gate and that the bridge approaches close some of the present

road connections between the Frere and Manson Roads. At other points on the level, carts will be held up by passing trains and traffic may consequently be blocked. Under the bridge three cross roads are apparently available, but as these may not be sufficient my Committee suggest that the bridge should be lengthened to provide more connections between the Frere and Manson Roads for carts passing to and from the other gates of the Docks. My Committee consider this question of adequate facilities for cart traffic an important one, and will be glad if the Trustees will give it their special consideration.

Alexandra Dock.—The Railway arrangements proposed for this dock have been greatly criticised and the necessity for trains for the Eastern Wharf having to cross the entrance lock by a swing bridge has been the subject of much adverse comment. It is understood however that the sidings alongside the dry dock are only for the purpose of collecting wagons for a berth and for detaining them temporarily until the wharf is ready and that in all other cases trains will be brought on to the Eastern Section from the north. If so, my Committee do not object under the circumstances to the crossing of the entrance lock, as they recognise that, at present, there is no space available at the northern end for the necessary sidings, but they trust it will be possible at no very distant date, by providing for the Carnac Bunder traffic elsewhere, to fill in the Basin or such portion as may be necessary to allow of additional lines being laid down for entrance from the north. My Committee consider also that some filling in of the Carnac Basin is very desirable with a view to improving as far as possible the railway approaches to the jetty and eastern section of the dock from the north. They understand that as at present designed the excessive curvature of these lines is likely in practice to prove a serious impediment to the free passage of ordinary railway rolling stock.

At the north end they would now however suggest, to facilitate the return of empties, the duplication of the line shown as skirting the Carnac Basin and the Mody Bunder.

The trolly bridges across the running lines and sidings on the west should, my Committee consider, be also made available for foot passengers, and an additional bridge to the warehouse behind is suggested between Sheds 2 and 3. These bridges, my Committee

presume, will be built for a double set of rails to facilitate the return of empties and separate accommodation either on or alongside these bridges should be provided for foot passengers. As regards cart traffic in this Dock my Committee are much inclined to think that the running lines crossing the proposed 100 feet road at its connection with the Frere Road will often block the traffic and consider that this should be avoided if by any means possible. On this point they will be glad to know what alternatives the Trustees can suggest. There is a strong feeling in favour of the railway at this point crossing the road on an overbridge and, although there may be difficulties in arranging this, the necessity seems obvious; and the cost of such a bridge should, it is thought, be included in the estimate now about to be submitted by the Trust to Government.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 576 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 29th June 1911.

The SECRETARY TO GOVERNMENT,
PUBLIC WORKS DEPARTMENT,
Bombay.

SIR,—I have been asked by my Committee to address you with reference to Railway facilities in the Alexandra Dock, and to request that the Bombay Government may be pleased to use their best offices to facilitate an arrangement between the G. I. P. Railway Company and the Port Trust, whereby the land now held by the Railway to the east of the Frere Road may be made over to the Trust.

2. The reason my Committee desire the prompt handing over of this land is because they find, on a careful examination of plans for railway accommodation in the Dock, that trains may have great difficulty in negotiating the curves leading to the eastern and central

wharves from the north, and it seems to them that the only remedy for this particular difficulty is to fill in the Carnac Basin, or, at any rate, the greater part of it.

3. To facilitate the passage of trains to the eastern wharf, a number of sidings have been planned to the south, and wagons to and from these sidings will have to cross the entrance lock by a swing bridge. This my Committee consider a very awkward and undesirable arrangement, but apparently it is unavoidable, so long as there is not sufficient land on the north for the handling of railway wagons, and, as stated above, the only remedy for this appears to be the filling in of the Carnac Basin.

4. The trade carried on in this Basin is however of great importance, and it will not therefore be possible to fill it in or even perhaps partially, until accommodation is provided elsewhere for the trade which would be displaced.

5. A suggestion has been made that this accommodation might be provided by alterations in the Frere and Clerk Basins to the north of the Prince's Dock, but the land surrounding these two Basins is now in the occupation of the G. I. P. Railway, and until the Port Trust can get possession nothing can be done.

6. My Committee understand that this land, or, at any rate, the eastern portion of it, comprising about 159,000 square yards is to be transferred by the Railway to the Port Trust on a new Stores Yard being provided for the Railway by the Trust on the Mazagon-Sewri Reclamation. As, however, this new land may not be ready for three years, and as the closing of the Carnac Basin with provision of equivalent accommodation elsewhere will then take a good long time to complete, railway traffic in the new Dock, which may be opened at the end of next year, is sure to be hampered by the difficulty, my Committee are advised, there may be in running trains on the eastern sections from the north.

7. My Committee would therefore suggest that a new agreement might possibly be made between the G. I. P. and the Port Trust by which the Railway Company might be provided with a temporary yard elsewhere until the Port Trust are ready with the New Stores Yard at Sewri, and it is the hope some such arrangement may be possible that prompts my Committee to address you on the subject.

8. There is however in the opinion of my Committee another urgent reason for the filling in of the Carnac Basin, and this is the awkward arrangement now proposed by which railway traffic from the Mazagon-Sewri Depôts and shunting trains from and to the western sidings of the Alexandra Dock will cross on the level the only road exit from the Dock. This will assuredly block the in and out cart traffic very seriously, and recognizing this my Committee have suggested to the Port Trust that the railway should cross this road on an overbridge, although they recognize that this may be difficult to arrange. If however the Carnac Basin could be filled in, the road might be planned to cross the railway or some different alignment of road and railway might be arranged.

9. My Committee wrote to you on the 4th ultimo with reference to the overhead Railway, which is necessary between the Fort and the New Reclamation, and only refer to the matter again on this occasion to point out that this work and the closing of the Carnac Basin are in their opinion urgent matters which should be taken in hand promptly so that nothing may be wanting to prevent the development of the Mazagon-Sewri Depôts and satisfactory railway working in the New Alexandra Dock.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 654 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 28th July 1911.

The HON'BLE SIR T. R. WYNNE, K.C.I.E.,
PRESIDENT, RAILWAY BOARD,
Simla.

SIR,—I have been asked by my Committee to address you with reference to the plans which have been submitted to this Chamber by the Bombay Port Trust showing Railway arrangements proposed for the new Alexandra Dock.

2. These plans were shown to you on a recent visit to Bombay and as my Committee are not satisfied with the proposed arrangements they desire to consult you regarding them.

3. The first plan submitted showed an awkward arrangement of sidings to the south from which wagons would cross a swing bridge over the entrance lock to reach the eastern or sea wharf. Further sidings were also shown on the west to accommodate traffic to and from the jetty and western wharves. As my Committee strongly objected to trains crossing the entrance lock and to the shunting of wagons from the western sidings, across the entrance of the only cart road into the Dock a representation was made to the Port Trust accordingly and to overcome these objections a revised plan has been privately submitted for consideration. In this new plan the south sidings are abandoned and the western sidings very greatly reduced and in their place a number of sidings have been placed across a reclaimed portion of the Carnac Basin. This new arrangement is no doubt an improvement but my Committee are of opinion that the most suitable arrangement is to reclaim the whole of the Carnac Basin and to place the sidings at a different angle whereby a large space would be left available for shed purposes.

4. The Carnac Basin and the storage accommodation of the Carnac Bunder cannot however be done away with until the equivalent or nearly equivalent accommodation has been found elsewhere, the trade in the Basin being of a very important character. At present the only solution of this question is the enlargement of the Frere and Clerk Basins now used by the G. I. P. Railway for the landing of their stores.

5. A difficulty arises here however for the new stores yard for the Railway at Mazagon-Sewri will hardly be ready for another five years and the closing of the Carnac Basin, for satisfactory rail arrangements for the new Dock, should be taken in hand at once.

6. To facilitate an arrangement on this and other important matters my Committee would suggest a conference of the parties interested in their satisfactory settlement and venture to express a hope that you will see your way to arrange such a Conference and will agree to preside over it.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 2200 R. C.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

Railway Board.

SIMLA, 23rd of August 1911.

The SECRETARY, BOMBAY PORT TRUST,

Bombay.

SIR,—I am directed to forward a copy of a letter No. 654, dated 28th February 1911, from the Chamber of Commerce, Bombay, in which the suggestion is made that the Railway Board should arrange a conference to consider the very important points raised in the Chamber's letter.

2. On their part the Railway Board are quite willing to give every assistance on the lines suggested by the Chamber, but as a preliminary to the calling together of this Conference it is essential that the Port Trust should formulate some proposals for dealing with the Great Indian Peninsula Railway Stores, as the suggestions contained in the Chamber's letter involve using the Frere and Clerk Basins for other purposes than those which they are now put to by the Great Indain Peninsula Railway.

3. I am to suggest that the Port Trust might with every advantage deal with this point at an early date in communication with the Agent of the Great Indian Peninsula Railway. As the Company's Board would have to be consulted by the Agent before a final conclusion could be come to, the earlier the matter can be taken in hand the sooner it will be possible to hold the suggested conference.—I have, etc.

PATRICK C. YOUNG,

for Secretary, Railway Board.

No. 2201 R.C.

Dated the 23rd August 1911.

Copy of the above is forwarded to the Secretary, Bombay Chamber of Commerce, for information.—By order.

PATRICK C. YOUNG,

for Secretary, Railway Board.

No. 5576.

BOMBAY PORT TRUST,
SECRETARY AND CHIEF ACCOUNTANT'S OFFICE,
BOMBAY, 15th September 1911.

The CHAIRMAN, CHAMBER OF COMMERCE,
BOMBAY.

SIR,—With reference to your letter No. 476, dated 1st June 1911, I am directed to say that the subjects therein referred to have been considered in Committee and by the Board, and for easy reference the subjects may be referred to by the para. Nos. in your letter.

2. As regards para. 5, *The Wadala Sorting Yard*, I am to say that the views of your Committee on the subject of the necessity of sorting at Wadala, are entirely in concurrence with those of the Railway Committee who have advised the Board in railway traffic requirement.

3. Para. 6, *The Cotton Depôt.* The amended plan referred to has had the approval of the Cotton Trade Association and your suggestion that before building is commenced the trade should be consulted for the purpose specified is in keeping with a promise already given to the Cotton Trade Association to that effect.

4. Para. 7, *The Grain and Seeds Depôt.* The alterations suggested have already been given effect to in the plans now prepared.

5. Para 8, *Tank Bunder Station.* The view expressed by you that whatever Railway connections are built for the conveyance of passengers from the Fort to the Sewri-Mazagon Reclamation should be complete in about 3 years is one the Trustees are prepared to endorse and it is believed that the G. I. P. Railway who are now considering the matter will carry out this work.

On the extension of the Frere Road at Wadi Bunder to communicate directly with Reay Road, which scheme is now in negotiation, there will be a direct electric tram service from all parts of the City to the new Reclamation.

6. Paras. 9 & 10. *Prince's and Victoria Docks and Alexandra Docks.*—The question of the Railway connection to the Alexandra Docks and also the traffic requirements of the Prince's and Victoria and Alexandra Docks have had the most careful consideration of the Land and Railways Committee and the Board, and in this connection I am to send you herewith plan No. 8139-D which has been accepted provisionally by the Trustees in supersession of the former design as shown on drawing No. 7995-E (forwarded to the Secretary of the Chamber under cover of this Office letter No. 1916, dated 30th March 1911).

7. I am to point out, however, that it is hardly possible at the present stage to prepare a plan that would not be liable to alteration as requirements develop; the plan No. 8139-D provisionally accepted by the Board embodies trade requirements as far as they can at present be foreseen.

8. It will be noticed that this design eliminates the reception yard at the South end of the Docks and consequently the excessive use of the swing bridge which was complained of in your letter under reply.

9. Also that the amount of traffic over the level-crossing where the road to the Alexandra Dock turns out of Frere Road will not be nearly so great as that in the previous design, as it will carry only wagons for Berths Nos. 1-6 instead of 1 to 6 plus 13 to 21 as in the former design. This also was objected to in your letter under reply.

10. It will further be noticed that it is assumed that half of Carnac Basin is to be filled in and I am to explain that it is anticipated that as soon as the Alexandra Docks open, the traffic in this Basin will diminish sufficiently to justify this. It is further a point now for consideration whether the filling in might not be commenced at a sufficiently early date to ensure that the greater part of the reclamation of the Basin as shown in this drawing shall be completed on the opening of the Dock. In which case the lines as shown (or practically as shown) would also be ready then and this is very desirable.

11. I am to explain that it is hoped that the greater part of the grain depôt which it is proposed to build on the Mazagon-Sewri Reclamation, will be ready for use on the opening of the Alexandra Dock, hence it is clearly desirable that the railway connections between them should also be ready.

12. It is not proposed at first to build bridges for either the Railway over the Road or for the Road over the Railway in front of the entrance to either the new or old Docks as the Railway Traffic will at first be so light and could be confined almost entirely to the night time for a few years till the Cotton Depôt is also opened. Moreover, it is anticipated that the experience gained in the first year or two, may indicate the necessity for a change in the Railway lines as now planned and no change would be possible if expensive bridges had been built.—I have, &c.,

H. E. HART,
Secretary.

No. 806 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 28th September 1911.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—In reply to your letter No. 5576, dated 15th instant, regarding the Railway connections at the New Docks, I am directed by my Committee to state that they consider the plan No. 8139-D, which accompanied your letter under reply, a great improvement on the one previously submitted for their inspection.—I have, etc.,

R. E. GREGOR-PEARSE,
Acting Secretary.

APPENDIX **L-3.**

RAIL COMMUNICATION BETWEEN THE FORT AND MAZAGON-SEWRI RECLAMATION.

No. 366 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 4th May 1911

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I have the honour on behalf of my Committee to address you with reference to Railway facilities between the business quar-

ters of Bombay City in the Fort, and the new Mazagon-Sewri Reclamation on which it is proposed shortly to establish Cotton and Grain Depôts to be worked between the Wadala Sorting Yard and the Docks by the Port Trust Railway. Within a short distance of the Reclamation there is a large Oil Installation and the Timber ponds are also in close proximity. The district in fact is likely in a very few years to be a very busy centre and the commercial community have always held that the success of the Reclamation scheme is dependent in a great measure on quick communication from and to the Fort. Originally, as you will no doubt remember, the Port Trust prepared a scheme for an overhead railway to take off from the top of the Carnac Bridge to be worked in connection with the Electric Tramway system along the Hornby Road, but on reconsideration, this was put aside to allow the G. I. P. Railway Company to formulate a plan of their own. This question, we believe, has been under consideration by the Railway, but their scheme we understand has not yet been definitely sanctioned, and my object in now writing is to point out that in the opinion of this Chamber a communicaton by rail must be provided and be in working order within the next three years.

I have, therefore, the honour to request that you will be so good as to inform my Committee of the exact position of this question and to say at the same time when a definite decision in the matter may be expected. If the G. I. P. Railway Company do not intend to provide this rail communication, the Chamber will have to address the Port Trust again, as they now consider the matter very urgent and desire that it should be settled at the earliest possible date.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 367 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 4th May 1911.

The SECRETARY TO GOVERNMENT,
PUBLIC WORKS DEPARTMENT,
Bombay.

SIR,—I have the honour on behalf of my Committee to enclose a copy of a letter which I have addressed to the Secretary of the Railway Board with reference to the Railway which must be built and be in working order before the Mazagon-Sewri Reclamation can be effectively used for trade purposes. This question has been hanging fire for some time and my Committee and the trade generally are very anxious that it should be settled at an early date.

I have therefore the honour to request that the Bombay Government will use their best offices to facilitate this matter, for the success of the new trade depôt at Mazagon-Sewri, over which so much money is being spent, depends to a very great extent upon rapid communication between the Fort and the Depôts.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 1152 R. C.

GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT,
Railway Board.

SIMLA, 11th May 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 366 of the 4th May 1911, I am directed to say that a copy of your letter has been sent to the Agent, Great Indian Peninsula Railway, with the request that he will put himself in communication with your Chamber for the pur-

pose of explaining what is now being done to establish a direct rail connection between the Victoria Terminus and the Harbour Branch by an overhead Railway across Wadi Bundar station.—I have, &c.,

R. C. VOLKERS,
Secretary, Railway Board.

No. 586 Ry. of 1911.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 27th May 1911.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 367, dated the 4th May 1911, I am directed to forward, for the information of your Chamber, a copy of letter No. 102 R.E., dated the 18th January 1911, from the Secretary, Railway Board, to Mr. W. C. Stanton, Executive Engineer, State Railways, and to state that the result of the surveys, therein ordered, is awaited.—I have, &c.,

R. T. HARRISON,
Under Secretary to Government.

Copy of letter No. 102 *R.E., dated* 18*th January* 1911, *from the Secretary, Railway Board, to W. C. Stanton, Esq., Executive Engineer, State Railways.*

I am directed to request that you will report yourself to the Agent of the G. I. P. Railway, with which Railway you will be placed on deputation for the purposes of carrying out the following surveys in Bombay and preparing estimates for the same :—

(1) For an overhead line, over the Wadi Bundar Goods yard connecting the Harbour Branch with the G. I. P. Victoria Terminus.

(2) For a branch off the Harbour Branch to the site of the new cotton green to be established by the Port Trust on land now in course of reclamation near Sewri.

(3) For a branch off the Harbour Branch to Trombay Island.

2. The estimates should provide for working by electricity the whole of the passenger work on lines (1), (2) and (3), as well as the whole of the Harbour Branch to Coorla. You should submit to the G. I. P. Railway an estimate of the cost of these surveys, for submission to the Railway Board for sanction.

3. Your deputation will commence from the date you reported yourself here for instructions, namely, the 16th January 1911, from which date you will draw full pay *plus* a deputation allowance of $\frac{1}{5}$th pay.

You should now proceed to Bombay and report yourself to the Agent, Great Indian Peninsula Railway.

No. 1514 RY. OF 1911.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 6th November 1911.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with Government letter No. 586-Ry., dated 27th May 1911, I am directed to forward a copy of letter from the Agent, G. I. P. Railway Company, No. 42 J/78, dated the 12th October 1911, together with a copy of the project report and estimate, and Index Plan No. 26209 (Railway Branch No. 617) therein referred to, of the proposed overhead Railway between Tank Bunder and Victoria Terminus, and to request that you will be so good as to favour Government, if possible, within one month from the receipt hereof, with any remarks the Chamber may have to offer on the scheme.—I have, &c.,

R. T. HARRISON,
For Joint Secretary to Government.

Letter from the Acting Agent, G. I. P. Railway Company, to the Secretary to the Government of Bombay, Public Works Department, No. 42-F.—78, dated 12th October 1911.

With reference to Bombay Government Resolution No. 4022, dated 24th April 1911, ordering the necessary notification of certain

lands required for Railway surveys in connection with the Harbour Branch Railway, I have the honour to inform you that the project for an overhead line from the Wari Bunder Goods Yard connecting the Harbour Branch with the Victoria Terminus of this Railway has now been completed, and I forward herewith a copy of a report and estimate prepared by Mr. Stanton of the cost of constructing the proposed overhead line in question.

2. I also forward for your information copy of my paragraph 1045, dated 2nd September 1911, to my Board of Directors, together with the copy of plan No. 26209, which will give you an idea of the general alignment proposed for this line. The project is fully explained in the report and my paragraph to my Board, and I therefore need not enlarge on it in this letter.

3. My Board have in their cablegram, dated London 29th September 1911, approved the proposals as to this project as put forward in my paragraph No. 1045 of 1911 above referred to, to their address, and I shall now be glad to receive the general approval of the Bombag Government to the scheme as set forth in the papers submitted herewith.

4. I have advised the Railway Board of my Board's approval to the scheme, and have suggested for their consideration that it would be as well that steps should be taken to notify the private land which will be required for the scheme, as shown on page 17 of Mr. Stanton's report and estimate forwarded herewith, and, in reply, they have telegraphed their approval to the notification of the private land under the Land Acquisition Act. Steps are accordingly being taken to prepare and submit, as early as possible, the necessary land plans and schedules for the private land required.

5. In this connexion, it will be observed from page 17 of Mr. Stanton's report and estimate that some 1,582 square yards of land, at present in the occupation of the Widows' and Pensioners' Home, will be required. It is understood that this land belongs to Government and that the Widows' and Pensioners' Home have been allowed to occupy it temporarily. I hope that there will be no difficulty in the land being made available for Railway purposes.

Paragraph 1045 *of Agent's letter No.* 36, *dated* 2*nd September* 1911, *to the Board.*

Survey of certain projects in connection with the Harbour Branch Railway.

Board's letter No. 51, dated 18th November 1910, paragraph 11 (ii), pages 372-73.
Agent's „ 6 „ 4th February 1911 „ 183, page 315.
„ „ 16 „ 15th April „ „ 450, „ 829
„ „ 21 „ 20th May „ „ 608, pages 1083-84.
„ „ 27 „ 1st July „ „ 792, page 1859.
Appendix J, page 1757. Enclosure No. 4.

1045. In continuation of my paragraph 792 of 1911, I now forward for the orders of the Board copies of the marginally noted letters from the Acting Chief Engineer, together with a report and abstract of a detailed estimate, prepared by Mr. Stanton, of the cost of constructing the proposed overhead line to connect the Harbour Branch Railway with the Victoria Terminus. The detailed survey plans of the project have been prepared by Mr. Stanton on a scale of 40 feet to the inch so as to show all land boundaries, etc., in the fullest detail. But as these plans are very cumbersome, and the project has had to be divided over a number of sheets, I have had a plan prepared on a scale of 100 feet to the inch, copy of which is sent herewith, which will, I believe, afford the Board all the information they require whilst giving a better idea of the general alignment proposed.

1. Letter No. B.—112/223, dated 12th July 1911, from the Acting Chief Engineer to the Acting Agent.
2. Letter No. B.—112/273, dated 30th August 1911, from the Acting Chief Engineer to the Acting Agent with accompaniments.

ii. The estimate amounts to Rs. 52,08,199, allocated in the proportion of Rs. 51,58,315 to Capital and Rs. 49,884 to Revenue, and provides for the independent entry of the double line of the Harbour Branch Railway into the Victoria Terminus station by means of a line carried across the Wadi Bunder yard at a high level.

iii. The project is fully explained in Mr. Stanton's report and the Acting Chief Engineer expresses the opinion that the line has been very skilfully located to avoid expensive properties and to obtain the best road crossings, and that it presents no engineering difficulties. Mr. Stanton has devoted much time to the examination of the route and of various alternatives, and both he and Mr. Preston are satisfied that the line now adopted is the best and most economical that it is possible to obtain.

iv. Leaving the alignment of the existing Harbour Branch at a point about 1,000 feet North of the point of junction with the Port Trust line, after reaching the high level by means of a grade of 1 in 46, the proposed connexion crosses the Reay Road on the skew, and is carried alternately on viaduct and on the surface up to the Wadi Bunder Road where G. I. P. property is reached. In locating this part of the line Mr. Stanton has been able to make use of the high ground comprising two hills known as Mhatur Pakadee and Bhandarwada, and has succeeded in avoiding altogether the temple property which is a feature of this locality. The properties to be acquired on this section are small and unimportant with the exception of the Widows' and Pensioners' Home, and the land occupied by the Bombay Electric Supply Company. The former property belongs to Government and is only temporarily lent for the purposes of the Home, pending the erection of new premises elsewhere. It is believed there will be no difficulty in securing the transfer of so much of the plot as is required to the Railway. As regards the plot in the occupation of the Bombay Electric Supply Company I am addressing the Board in a separate paragraph of this letter on a proposal that the Company should obtain a lease of the plot for two years, with the option of acquisition as suggested by the Railway Board. A station has been located on this section alongside the proposed diversion of Lawrence de Lima Street.

v. Across the Wadi Bunder yard the line is carried on a steel viaduct, and, after crossing the through main tracks overhead, is graded down to main line level at the Elphinstone Bridge. The inclination at the point is 1 to 32 but this could be improved at moderate cost by raising the Elphinstone Bridge when widening it. This point however can, if necessary, be gone into later when the question as to the system of traction to be employed is considered. In any case the grade is only 500 feet long and the line is on the straight.

vi. From Elphinstone Bridge to Carnac Bridge it will be necessary to acquire 26,525 square yards of Port Trust land to the East of our present boundary with the buildings on it, and to widen the Elphinstone, Musjid and Carnac Bridges to take the additional tracks. Sufficient land has also been provided to allow of respacing the existing tracks and for constructing platforms for the through main tracks at Musjid Station. The

respacing is an improvement unconnected with this particular project, but which it is thought should be provided for. The provision of platforms for the through main tracks at Musjid is a work which is properly debitable to the quadrupling, but for the sake of convenience it is desirable that it should be done in connexion with this project.

vii. The result of carrying the Harbour Branch tracks over the main through tracks at Wadi Bandar is that all the local traffic will be directed to the western existing side of the Victoria Terminus station, the through traffic being dealt with to the East as approved by the Board in paragraph 9 of their letter No. 31 of 1910.

viii. The Port Trust land to the East of our line between Elphinstone and Carnac Bridges has been entered by Mr. Stanton at full value, but I am of opinion that in view of the circumstances which have led to the demand for means of rapid communication with the East of the Island near Sewri, the Port Trust might very reasonably be expected to contribute something to the cost of the scheme by making over the land free, or at a very low rate. The Acting Chief Engineer suggests that we might exchange surplus land in our possession along the East side of the Harbour Branch, for the Port Trust land we require. The surplus land referred to was acquired by us before it was agreed that the Port Trust were to have their own Railway, and, if the Board sanction the overhead connexion, it should, I consider, be on the understanding that the Port Trust will agree to such an exchange, the Railway paying for compensation for buildings only.

ix. As regards traffic prospects it is of course impossible that this connexion, should prove a directly remunerative undertaking for some years, but its construction will give the G. I. P. command of the traffic of the eastern side of the Island which is destined to become the centre of industrial activity, whilst further North the Improvement Trust are planning schemes for large residential areas and for sites for mills, etc. In the future therefore it may be supposed that the line will greatly increase in value as the transfer of trade, consequent on the operations of the Port Trust at Sewri, takes place, whilst incidentally the effects of its construction will be greatly to improve our approach to the Victoria Terminus.

x. Provided the Port Trust are prepared to co-operate with us in the matter of land as suggested in clause (viii) above, thereby sensibly reducing the cost, I am of opinion that the connexion is one that it would be to our advantage to construct. It is true that it is necessary to look some way ahead to find justification for the immediate expenditure involved, but having regard to the certain development of the Eastern and North-Eastern part of the Island of Bombay in the future, and to the possibilities of Trombay as a residential area at some time or other, the proposal is, I believe, a sound one. The provision of means of communication with the Eastern side of the Island is an urgent necessity in view of the progress of the Port Trust reclamation and works in the neighbourhood, and, if the G. I. P. do not provide the necessary facilities, they will have to be undertaken by some other Agency. The immediate relief that we shall secure by the construction of this connexion will be the existence of an independent pair of metals from Kurla to Victoria Terminus, and a great improvement in the approach to the latter station over the congested section South of Wadi Bandar.

xi. I understand that unless the Board's approval can be communicated to the Railway Board before the 1st October there will be a difficulty in including the work in the triennial forecast, and, if the Board are favourably disposed to the scheme, and are disposed to support it, it will greatly facilitate matters if I can receive their instructions by cable before the end of the current month.

No. B. 112/223.

From the Acting Chief Engineer to the Acting Agent.

BOMBAY, 12th July 1911.

Survey of certain projects in connection with the Harbour Branch Railway.

* Your No. 42 J/46 of 11th July 1911.

I have not as yet received the complete plans of the overhead Railway from Mr. Stanton, or the estimate, but he has sent me an advance copy of his final report, which I forward herewith. The total amount of the estimate is 52 lakhs.

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* Not sent.

2. I am well acquainted with the neighbourhood through which the proposed line passes, and am of opinion that it has been very skilfully located to avoid valuable properties, and to obtain the best crossings of public roads. The gradients of 1 in 45 at each end are unavoidable, as we are tied by bridges, and for an electrically worked railway, these gradients are not objectionable. There are no engineering difficulties about the project.

3. The cost of the land is put at 34 lakhs of rupees, whilst in the rough estimate forwarded you with my † No. Works H. 2/11 of 3rd February 1910 it was given as 8½ lakhs, and this great difference requires explanation. The rough estimate allowed for the overhead lines to run into the main lines close to Elphinstone Bridge. Mr. Stanton's estimate allows for the two overhead lines to be continued from Elphinstone Bridge to Carnac Bridge, and also for widening the main lines to 15'—6" centres. This accounts for about 19 lakhs in land and buildings.

The rough estimate allowed for an exchange of land with the Port Trust. This is not allowed for in Mr. Stanton's estimate and accounts for the balance.

4. It is difficult to estimate awards for land and buildings in Bombay, as we are unable to tell beforehand whether we shall be compelled to take up a whole property, when we only require a strip, but the *rate* allowed is I think a full one. It is probable however that a somewhat greater width than is shewn by Mr. Stanton will be required between Elphinstone and Carnac Bridges to allow for drains, and this may amount to another 2 lakhs of rupees.

No. B. 112/273.

From the Acting Chief Engineer to the Acting Agent.

BOMBAY, 30th August 1911.

Survey of certain projects in connection with the Harbour Branch Railway.

My No. B. 112/223 of 12th July 1911.

I now send you Mr. Stanton's final report on the overhead connection from the Harbour Branch Railway across Wadi Bandar Yard to Victoria Station.

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† Copy sent to Board with para. 299 of Agent's letter No. 13 of 1910.

Also the abstract of estimate, amounting to Rs. 52,08,199 chargeable in the proportion of Rs. 51,58,315 to Capital, and Rs. 49,884 to Revenue, and 100 ft. scale plan No. 26209. The arrangements beyond Carnac Bridge form part of the Victoria yard remodelling which is a separate scheme.

2. The estimated cost of land is Rs. 33,87,261, but it is probable that the actual cash outlay will be very much less, as we may be able to effect an exchange of land with the Port Trust. The land we require between Elphinstone and Carnac Bridges belongs to the Port Trust, and we have a far larger area than this available for exchange along the Harbour Branch Railway.

3. The estimate provides for the land required for widening out the existing lines to 15'—6" centres, in addition to that required for the two new lines.

4. The estimate does not provide for electrical equipment, signalling, interlocking, telegraph or rolling stock.

5. As already stated the line has been skilfully located to avoid expensive properties, and to obtain the best road crossings. It presents no engineering difficulties. The gradients will be 1 in 46 at one end, and 1 in 50, and 1 in 32, at the other end, instead of 1 in 45 as previously stated.

No. 101 of 1912.

CHAMBER OF COMMERCE,

BOMBAY, 25th January 1912.

H. V. R. KEMBALL, ESQ.,

JOINT SECRETARY TO GOVERNMENT,

PUBLIC WORKS DEPARTMENT,

Bombay.

SIR,—I beg to ackowledge the receipt of your letter No. 1514 Ry. of the 6th November 1911, forwarding copy of a letter from the Agent, G. I. P. Railway Company with reference to a proposed overhead Railway between Tank Bunder and Victoria Terminus and asking for the views of the Chamber thereon.

2. The question is an important one and has been very carefully considered by my Committee and by Members of the Chamber.

3. In reply I have the honour to state that my Committee approve the scheme provided there is a quick and efficient service of

tram cars on a specially reserved track from Tank Bunder Station into the middle of the Depôt. My Committee would point out that the distance from Tank Bunder Station to the proposed site of the Cotton Exchange is about two thirds of a mile and unless this distance at least is covered by a rapid tramway service the proposed connection of the G. I. P. Railway will not serve the Depôt effectively.

4. Whilst my Committee do not press at present for a tramway service right across the Depôt the time may come when such a connection will be necessary for passengers wishing to enter from the north; and as the carrying of the rails overhead across the northern sidings may be troublesome and expensive the point should not be lost sight of at the present time when the question of communications is under discussion.

5. Although nothing is stated on the point in the papers now under consideration my committee assume that the G. I. P. service to and from Tank Bunder will be frequent and punctual. It is noted from the correspondence that "it is of course impossible that this connection should prove a directly remunerative undertaking for some years," but my Committee would object if this should ever be made an excuse for an inefficient service. If the line is to serve trade purposes effectively trains must be run every few minutes during the busy hours of the day.—I have, etc.,

C. H. ARMSTRONG,
Chairman,
R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX **M.-1.**

DEPOSIT SYSTEM OF TELEGRAPHIC ACCOUNTS.

No. 4208-133.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 7th June 1911.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with your letter No. 845, dated the 18th October 1910, I am directed to forward for

the information of your Chamber, a copy of a Resolution of the Government of India in this Department, No. 4206-4207-133, dated the 7th June 1911, which prescribes the procedure to be followed in connection with the deposit system of accounts.

2. I am to say that the Government of India have carefully considered the objections put forward by your Chamber to the changes which were suggested, and while they have been unable to agree to a continuance of the existing unsatisfactory system, they have endeavoured to meet these objections by making the amount of the cash deposit as low as possible. They trust that the system as now modified will meet the wishes of the firms in whose interests it was introduced.

3. With reference to paragraph 6 of your letter I am directed to say that the system of deposit accounts for repetition messages was introduced solely in the interests of the mercantile community in order to expedite the transmission of calls for such messages and to facilitate the adjustment of charges in connection therewith. The deposit system of accounts entails extra clerical labour in the Telegraph Department and the Government of India consider it necessary that a charge should be levied for keeping the accounts to cover the additional clerical establishment which has to be employed. They regret that it is impossible to discriminate between deposit accounts for repetition telegrams and those for other telegrams,—I have, etc.,

A. H. LEY,
Under Secretary to the Govt. of India.

No. 4206-4207-133.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 7th June 1911.

RESOLUTION.

In their Resolution in the Department of Commerce and Industry, No. 5527-5529-160, dated the 11th June 1908, the Government of India announced that it had been decided that, with effect from the 1st July 1908, a system of deposit accounts for all classes of telegrams should be introduced, a commission of one per cent. being charged on the value of the telegrams despatched under the system

to cover the cost of maintaining the accounts. This commission was subsequently abolished, and in its place, with effect from the 1st April 1909, a fee of Re. 1 was levied for every 25 telegrams despatched subject to a minimum charge of Rs. 10 per annum.

2. Under the arrangements made when the above system was first introduced, the deposit was made in the form of securities, approximately equivalent to the monthly payments on telegrams sent by the depositor, and the accounts were made up and settled at the close of each month. The arrangement by which a security deposit is held by the Telegraph Office has proved unsatisfactory as the deposit in this form cannot be operated against for stamping the sent messages prior to their transfer to the Telegraph Check Office, and considerable inconvenience and additional expense has thus been imposed on the Telegraph Department.

3. The Government of India have now decided that, with effect from the 1st July next, the deposit shall be made in the form of cash, all security deposits being returned. In order, however, that the cash deposit may be kept as low as possible, the amount required will be fixed approximately at the equivalent of the cost, of ten days telegram sent by the depositor, and accounts will be rendered weekly. This need not, however, prevent a depositor making a larger deposit, should he prefer to have his account settled at greater intervals than once a week. The fee for keeping the deposit account will, with effect from the same date, be reduced to twelve annas every 25 telegrams despatched, subject as at present to a minimum charge of Rs. 10 per annum.

APPENDIX **M-2.**

COST OF CABLE REPETITIONS.

No. 108 of 1911.

CHAMBER OF COMMERCE,

BOMBAY, 6th February 1911.

The DIRECTOR GENERAL OF TELEGRAPHS,

Calcutta.

SIR,—I am directed to call attention to this Chamber's letter No. 610, dated the 21st July 1910, on the subject of charges to be levied

from addressee on calls for Repetition in Telegrams. As the matter is of interest to this Chamber, I am to say my Committee will be obliged if you would kindly favour them with your decision on the points referred to.—I have, &c..

J. B. LESLIE-ROGERS,
Secretary.

No. 8075-T.

INDIAN TELEGRAPH DEPARTMENT.

CALCUTTA, 13th of February 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 108 of 1911, dated the 6th of February 1911, I am directed to inform you that the question of the charges to be levied from the addressee on calls for Repetition in telegrams is still under the consideration of the Government of India. Their decision will be communicated to you immediately on receipt.—I have, &c.,

H. S. STYAN,
Director, Traffic Branch.

No. 8813—T.

INDIAN TELEGRAPH DEPARTMENT,

CALCUTTA, 18th of March 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 610, dated the 21st of July 1910, I am directed to inform you that, with effect from the 15th instant, the charges for calls for repetitions in Inland and Foreign telegrams at the request of the addressee have been altered as shewn in the accompanying Notice.—I have, &c.,

H. S. STYAN,
Director, Traffic Branch.

INDIAN TELEGRAPH DEPARTMENT.

NOTICE.

With effect from the 15th March 1911, the charges for calls for repetitions in telegrams at the request of the addressee will be as follows :—

(1) In Inland, the charge for a telegram (*Express* or *Ordinary*, according to the addressee's wishes) to cover the cost of the number of words to be repeated, *viz.*, if the part to be repeated contains 12 words or less, one rupee if classed *Express*, or six annas if classed *Ordinary*, with two annas or half an anna per word, respectively, in addition, if the number of words is greater than 12. This charge will include the cost of the call for repetition and the reply.

(2) In Foreign, the charge for each word to be repeated according to the usual rate per word for State or Private telegrams. This charge will include the cost of the call for repetition and the reply.

CALCUTTA, F. E. DEMPSTER,
The 11th March 1911. Offg. Director General of Telegraphs.

No. 270 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 30th March 1911.

The DIRECTOR GENERAL OF TELEGRAPHS,
Calcutta.

SIR,—I am directed to acknowledge receipt of your letter, No. 8813, dated the 18th instant, and to thank you for the concessions regarding the charges for calls for repetitions of Inland and Foreign telegrams at the request of the addressee.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX M-3.

TELEPHONE LINE BETWEEN POONA AND BOMBAY.

No. 287-1.

INDIAN TELEGRAPH DEPARTMENT,

BOMBAY, 20th January 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I have the honour to inform you that a telephone line will shortly be erected between Poona and Bombay, primarily for Government purposes. The Government of Bombay has approved a proposal that this trunk line should be open to the public and the following *provisional* conditions of its use by the public are now under consideration :—

(i) When not required for use by Government, the trunk line may be used by the public.

(ii) The fee for the use of the *trunk* line would be Rupee one for a conversation of 3 minutes duration but any person by prepaying a double fee may secure the option of continuing the conversation for three minutes more in continuation of the first three minutes.

(iii) The three minutes (or six minutes see (ii) above) will be taken from the time the connection is given.

(iv) No person is entitled to use a trunk line continuously for more than 6 minutes.

(v) All sums payable for the use of a trunk line (*a*) must be prepaid at public call offices : (*b*) will be recovered in monthly bills in the case of exchange subscribers.

2. I may add that the fee for the use of a similar trunk line in England would be 1 s. 6 d.

3. I should be glad to have the benefit of your views on the above.—I have, &c.,

C. H. SOWERBY-COO,
Superintendent of Telegraphs,
Bombay Division.

No. 70 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 26th January 1911.

The SUPERINTENDENT, BOMBAY DIVISION,
INDIAN TELEGRAPH DEPARTMENT,
Bombay.

SIR,—I am directed to acknowlege receipt of your letter No. 287 of the 20th instant, with reference to the erection of a telephone line between Poona and Bombay.

My Committee are pleased to hear that the line will be thrown open to the public, but they do not anticipate that it will be much used for commercial purposes. The conditions quoted by you for the use of the line appear to be fair and in order.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX **M-4.**

COLOUR OF TELEGRAM ENVELOPES.

No. 8124-T.

INDIAN TELEGRAPH DEPARTMENT,
CALCUTTA, the 15th February 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to inform you that it has been represented that much inconvenience is experienced in deciphering, especially at

night, the number of the telegram and other particulars which are written in pencil on telegram envelopes, as the colour of the present red brown envelopes is too dark. It has been suggested that envelopes of a pale yellow or lemon colour shall be used instead. Before making any change I am to invite your opinion on the subject.—have, &c.,

H. S. STYAN,
Director, Traffic Branch.

No. 196 OF 1911.

CHAMBER OF COMMERCE.

BOMBAY, 2nd March 1911.

The DIRECTOR GENERAL OF TELEGRAPHS,
Calcutta.

SIR,—I am directed to acknowledge receipt of your letter No. 8124-T, dated the 15th ultimo, and to say that my Committee agree with you that the present red-brown telegram envelope is too dark and inconvenient in deciphering, especially at night. They therefore approve of your proposal to adopt in its place a lighter coloured envelope in future.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 5997-T.

INDIAN TELEGRAPH DEPARTMENT,

SIMLA, the 24th of August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 196 of 1911, dated the 2nd of March 1911, and to say that it has been decided to use telegram envelopes of a pale yellow or lemon colour which colour has been approved of by the majority of Chambers of Commerce and Trades Associations.—I have, &c.,

H. S. STYAN,
Director, Traffic Branch.

APPENDIX N-1.

INDIAN POST OFFICE (AMENDMENT) ACT.

No. 3252 OF 1911.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 12th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to forward herewith a copy of a Bill to further amend the Indian Post Office Act, 1898, with Statement of Objects and Reasons, and to request that you will favour Government with the opinion of the Chamber on the provisions of the Bill not later than 10th November 1911.—I have, &c.,

R. D. BELL,

Under Secretary to Government.

A Bill further to amend the Indian Post Office Act, 1898.

WHEREAS it is expedient further to amend the Indian Post Office Act, 1898; It is hereby enacted as follows:—

Short title.

1. This Act may be called the Indian Post Office (Amendment) Act, 191 .

Repeal of portions of section 7 and the First Schedule of Act VI of 1898.

2. The proviso to sub-section (*1*), and sub-section (*2*), of section 7, and the First Schedule of the Indian Post Office Act, 1898, are hereby repealed.

Substitution of new sub-sections (1) and (2) in section 21 of same Act.

3. For sub-sections (*1*) and (*2*) of section 21 of the said Act, the following sub-sections shall be substituted, namely:—

"21. (*1*) The Governor General in Council may make rules as to the transmission of articles by post.

(2) In particular and without prejudice to the generality of the foregoing power, such rules may—

(a) specify articles which may not be transmitted by post;

(b) prescribe conditions on which articles may be transmitted by post;

(c) provide for the detention and disposal of articles in course of transmission by post in contravention of rules made under clause (a) or clause (b);

(d) provide for the granting receipts for, and the granting and the obtaining certificates of, posting and delivery of postal articles and the sums to be paid, in addition to any other postage, for such receipts and certificates;

(e) regulate covers, forms, dimensions, maximum weights, and enclosures, and the use of postal articles, other than letters, for making communications; and

(f) prescribe the fees to be charged for inquiries into complaints regarding the disposal of postal articles."

Amendment of section 23 of same Act.

4. (1) In section 23, sub-section (2) of the said Act, after the words "in contravention of" the words and figures "section 20, clause (a), or of" shall be inserted.

(2) In sub-section (3) of the same section of the said Act, for clause (b) the following shall be substituted, namely:—

"(b) any postal article sent by post in contravention of the provisions of section 20 may be disposed of in such manner as the Governor General in Council may by rule direct"

Amendment of section 24 of same Act.

5. In section 24 of the said Act, for the words "Where a postal article suspected to contain any contraband goods" the words "Except as otherwise provided in this Act, where a postal article suspected to contain any goods of which the import by post or the transmission by post is prohibited by or under any enactment for the time being in force," shall be substituted.

6 In section 25 of the said Act, for words "all such goods found" the words "all postal articles reasonably believed or found to contain such goods" shall be substituted, and to the same section the following shall be added, namely:—

Amendment of and addition to section 25 of same Act.

"In carrying out any such search, such officer of the Post Office may open or unfasten, or cause to be opened or unfastened any newspapers or any book, pattern or sample packet in course of transmission by post."

7. In section 26, sub-section (*1*), of the said Act, for the words "shall be delivered to the Government or to an officer thereof mentioned in the order, to be disposed of in such manner as the Governor General in Council may direct," the following shall be substituted, namely:—

Amendment of section 26 (1) of same Act.

"shall be disposed of in such manner as the authority issuing the order may direct."

8. (*1*) In section 35, sub-section (*2*) of the said Act, at the end of clause (*c*), the word "and" shall be omitted, and after clause (*d*) the following shall be added, namely:—

Amendment of section 35 of same Act.

"and

(*e*) provide for the retention and repayment to the addressee in cases of fraud of money recovered on the delivery of any value-payable postal article."

(*2*) After sub-section (*3*) of the same section, the following shall be added, namely:—

"(*4*) No suit or other legal proceeding shall be instituted against the Secretary of State for India in Council or any officer of the Post Office in respect of anything done, or in good faith purporting to be done, under any rule made under clause (*e*) of sub-section (*2*).

9. To section 48 of the said Act the following shall be added, namely —

Addition to section 48 of same Act.

"or

(*e*) any wrong payment or delay in payment of a money order beyond the limits of British India by an officer of any post office not being one established by the Governor General in Council."

STATEMENT OF OBJECTS AND REASONS.

Experience has shown that the existing Post Office Act, which was enacted in 1898, fails in certain respects to give adequate powers to the postal authorities to deal with articles posted in contravention of the Act. The present Bill is designed to give such further powers as are required, and at the same time to remove certain obscurities and to remedy such minor defects as have been found to exist. An explanation of the several amendments which it is proposed to make is given in the subjoined *Notes on Clauses* :—

Notes on Clauses.

Clause 2.—There are certain isolated localities where the cost of carrying the parcel traffic very considerably exceeds the receipts from such traffic. The object of the amendment is to enable the Post Office to increase rates on parcels in such particular localities, where it is found that the maximum rates allowed under the existing Act are unremunerative. The English Post Office Act fixes no maximum rates for the parcel post. It is considered that the object in view can most simply be attained by erasing the proviso to sub-section (1) of section 7. A corollary to this is the erasure of sub-section (2) of section 7 and of the First Schedule.

Clause 3.—It is considered advisable to provide for the issue of rules to prohibit the transmission by post of circulars relating to lotteries, and to prohibit or restrict the transmission by post of coin, bullion or any other articles of a specified description. At present there is no prohibition of the transmission of circulars relating to lotteries, although the publication of such circulars is an offence under section 294-A of the Indian Penal Code The transmission of gold coin or bullion is limited by executive orders, but it is desired to provide expressly for the issue of rules to cover such cases. These objects will be attained by the addition of the new sub-clauses (*a*) (*b*) and (*c*) to such section (3) of section 21 of the existing Act.

The addition of sub-clause (*f*) has been made in order to make it possible to provide by rule for the imposition of a fee for an inquiry regarding the disposal of a postal article of any class. It has been found that a great deal of labour and trouble is caused to post offices and audit offices by the investigation of complaints relating to unregistered value-payable articles, a large majority of which ultimately prove to be groundless. In the British Post Office an

inquiry fee of 2*d* is charged for each inquiry into the alleged loss or non-delivery of a registered article, on the condition that the fee will be refunded if it is found that the Post Office has been in fault. It is considered advisable to adopt a similar procedure in India with regard to value payable articles, but the amendment has been so worded as to enable the principle of an enquiry fee to be extended, if necessary, to postal articles of any class.

Clause 4.—The amendment of section 23 (2) so as to allow the opening of any newspaper, book, pattern or sample packet suspected to have been sent in contravention of section 20 (*a*) of the Act is necessary to render the prohibitions laid down under section 20 effective. The necessity for this amendment arose from the powerlessness of the Post Office to stop the circulation of an extremely indecent pamphlet recently published, inasmuch as the Act does not allow the postal authorities to open any article suspected to have been sent in contravention of section 20. In the United Kingdom the Post Office has the power to open any postal article to ascertain whether it contains indecent matter, but it is considered that in India the opening of newspapers and book, pattern or sample packets only should be permitted for this purpose. Letters and parcels will not be affected.

The provisions of section 23 (3) (*b*) of the existing Act are not satisfactory. Under them the Post Master General is constituted the authority which shall decide whether an article is or is not indecent or obscene, or whether words written thereon are or are not seditious It is considered advisable to relieve the postal authorities of this responsibility, and to substitute a provision enabling the Governor General in Council to make rules for the treatment of articles which are considered by the postal authorities to have been sent in contravention of section 20.

Clause 5.—The absence of any definition of "contraband goods" in the existing Act has been repeatedly felt, and it is proposed to substitute a defining phrase, making it clear that the provisions of section 24 are applicable to goods of which the import or transmission by the post has been prohibited under the Excise, Opium or other laws.

Clause 6.—This clause makes an addition to section 25 of the Act to make it clear that the power to search conferred by that section in

cludes the power to open or unfasten any newspaper or any book, pattern or sample packets in course of transmission by post suspected to contain goods of any specified description, with respect to which a notification has been published under section 19 of the Sea Customs Act, 1878. The present law leaves it doubtful whether the power to search includes the power to open, although it has indeed been held to include the power to open any postal article. It is desirable to make the law definite on this point, and at the same time to limit the power to open specifically to newspapers, book, pattern or sample packets. The power will not extend to letters and parcels, although the postal authorities will have power to hand over unopened to the Customs authorities postal articles which they are not permitted to open, but which they have good renson to believe to contain prohibited goods. A further defect in the existing law is that it empowers the postal authorities to deliver to such officer as the Governor General in Council may appoint only the goods found and not the postal articles containing the goods.

Clause 7.—This clause amends the last words of Section 26 (*i*) by providing that the order for the disposal of intercepted articles should be passed by the authority sanctioning their interception. At present while a Local Government or an officer specially authorised in this behalf by the Governor General in Council can order the interception of a postal article, the directions as to its disposal have to be issued by the Governor General in Council. This procedure is cumbrous and unnecessary, and it is considered that the Local Government or the officer empowered to intercept postal articles should be authorised to dispose of them.

Clause 8.—As the law stands, it is illegal to withhold from the sender of a value-payable article payment of the money received from the addressee, even if the article may have obviously been sent to defraud the addressee. It is necessary that there should be some provision enabling the Post Office to withhold payment in such cases and the object of the amendments introduced by clause 9 is to enable the Governor General in Council to make rules authorising a Post Master-General—

(1) to withhold the payment to the sender of a value-payable article of the money received from the addressee, if the latter complains, immediately on receipt, that the article

was sent fraudulently, and if there are good grounds for believing such complaint to be justified, and

(2) to order the return of the value-payable article to the sender and the refund to the addressee of the money received from him, if the Postmaster-General is fully satisfied, after enquiry has been made, that the article was fraudulently sent.

Clause 9.—The object of this clause is to exempt the Secretary of State from liability in cases of wrong payment, or delay in payment, beyond the limits of British India of a money order issued by the Post Office of India. The necessity for the amendment has been established by a recent judgment against the Secretary of State in a case where it was admitted that payment had been made to the wrong person through no fault of the Indian Post Office but owing to a want of care and caution on the part of a foreign Post Office.

W. H. CLARK.

The 14th September 1911.

No. 902 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 6th November 1911.

The SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—In reply to your letter No. 3252, dated 12th ultimo, forwarding a copy of a Bill to further amend the Indian Post Office Act 1898, with statement of objects and reasons, I have the honour to submit herewith the opinions of my Committee on the provisions of the said Bill.

Clause 8 (1).—In the statement of objects and reasons it is set forth that the object of this amendment is to enable the Governor General in Council to make rules authorising a Postmaster-General to (1) withhold payment to the sender of a value-payable article, of the money received from the addressee, if the latter complains immediately and there is cause to believe the goods were sent fraudulently, and

(2) to order the return of the value-payable article to the sender and the refund to the addressee of the money received from him.

My Committee consider this clause a fair one provided the power is not abused. They desire to point out that owing to thieving in transit a suggestion of fraud might easily arise and that in such a case the withholding of the money from the sender would be a hardship. The interests of the sender must be fully protected if the value payable parcel post is to maintain its popularity.

Clause 9.—It appears to my Committee that the Indian Post Office has far more chance of recovering from a foreign post office, in the case of monies paid to a wrong person, than has the remitter. This clause, therefore, hardly seems a fair one to the general public, unless it is clearly intimated to the sender, at the time of despatch, that delivery is at his risk. My Committee hope however that Government will not throw this burden on the general public.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E GREGOR-PEARSE,
Ag. Secretary.

APPENDIX **N-2.**

GENERAL POST OFFICE, BOMBAY.

POSTAL NOTICE.

With effect from Monday, the 4th September 1911, the work of the Bombay General Post Office in all its branches, will be perfomed in the new Building, near the Victoria Terminus Railway Station. On and after that date, no postal work will be done in the present building.

General Post Office,
BOMBAY, 16th August 1911.

S. B SMITH,
Acting Presidency Postmaster,
Bombay.

Telegram dated 23rd August 1911.

From SECRETARY, CHAMBER OF COMMERCE,
Bombay.

To DIRECTOR-GENERAL OF THE POST OFFICE OF INDIA,
Simla.

Bombay Chamber of Commerce strongly protest against complete closing of General Post Office from September fourth. Consider that office for posting letters up to practically present hours and for sale of stamps must always be maintained in Church Gate Street, otherwise great incovenience to Banking and Mercantile Communities.

No. 716 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 23rd August 1911.

THE SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I have the honour to represent,as requested by my Committee, that a notice has been issued to the public by the Presidency Postmaster, Bombay, to the effect that on and after the 4th September the work of the General Post Office in all its branches, will be performed in the new building near the Victoria Terminus Railway Station and that after the date named no postal work will be done in the present building.

2. A telegram has therefore been sent to the Director-General of the Post Office of India, Simla, a copy of which is attached hereto, and my Committee will be greatly obliged if the Bombay Government can see their way to help the Chamber in this matter.—I have etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 3893.

POST OFFICE.

BOMBAY, 31st August 1911.

The Hon'ble MR. C. H. ARMSTRONG,

CHAIRMAN, CHAMBER OF COMMERCE.

Bombay.

SIR,—With reference to the personal interview I had with you to-day, I have the honour to say that when the Bombay General Post Office is removed to the new building near the Victoria Terminus, it will be quite impracticable to retain a large post office doing *all classes of postal business* in the present building; but if, as would appear to be the case, the requirements of the mercantile community in Bombay will be satisfied if additional facilities are provided merely for the posting of unregistered and registered correspondence and the sale of postage stamps at the present place, to the exclusion of all other classes of business, I shall be prepared to maintain a post office in the Church Gate Street building at which postage stamps can be purchased and where unregistered correspondence can be posted, certificates of posting obtained, and correspondence registered up to within 15 minutes of the latest hours fixed for transacting these classes of business at the General Post Office, except on Saturdays when special arrangements will be made to allow correspondence to be posted and registered for the English Mail up to the latest time allowed at present. Thus if the latest hour for registration at the General Post Office is 6-45 and with late-fee 7-0 P.M., the latest hour at the office in Church Gate Street will be 6-30 and with late fee 6-45 P.M. while on English Mail days there will be no difference at all so far as the English Mail is concerned. I hope the Bombay Chamber of Commerce will be able to accept this as a suitable settlement of this question. The concession in the matter of registration is a greater one than I thought I should have been able to make. It is only possible to make it by restricting the functions of the Office to be kept in the present building to these few classes of business and excluding from it all money order, Savings Bank, Parcel, and delivery work. This arrangement will, of course, put the Post Office to additional expense, but I fully realise that that is a minor consideration.

2. I may add that the work of the Bombay General Post Office in all its branches will open in the new building, as already announced,

on Monday the 4th September; but until the Bombay Chamber of Commerce have had time to consider and reply to this letter, arrangements will be made to allow the public to post unregistered correspondence, to receive certificates of posting, and to register correspondence at the building in Church Gate Street up to the latest hours at present allowed, and postage stamps will also be sold there as a present. A fresh postal notice on the subject is being printed and copies will be distributed by the Presidency Postmaster to-morrow.

I enclose a copy herewith.—I have, etc.,

E. A. DORAN.
Postmaster-General, Bombay.

POSTAL NOTICE.

In supersession of the Postal Notice, dated the 16th August 1911, regarding the removal of the Bombay General Post Office to the new building near the Victoria Terminus, it is now notified that, although the work of that office in all its branches will open in the new building on Monday the 4th September 1911, the public may continue until further notice to post unregistered correspondence, obtain certificates of posting, register correspondence, and purchase postage stamps at the present building in Church Gate Street under existing condition; but no other classes of postal business will be transacted there on and after Monday the 4th September 1911.

GENERAL POST OFFICE,
BOMBAY, 31st August 1911.

W. A. ROUSSAC,
Offg. Presidency Postmaster,
Bombay.

No. 749 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 7th September 1911.

E. A. DORAN, ESQ., C.I.E.,
POSTMASTER GENERAL,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 3893, dated 31st ultimo, regarding the removal of the bulk of the Postal work of the Bombay General Post Office to the new building near the Victoria Terminus.

My Committee desire me to state that they agree to the conditions under which you are prepared to maintain a Post Office in the Church Gate Street building, and I am to convey to you their best thanks for the concessions you have granted to the mercantile community and for your courtesy generally in this matter.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 2860 OF 1911.

FINANCIAL DEPARTMENT.

BOMBAY CASTLE, 7th September 1911.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 52, dated 23rd August 1911, I am directed to state that the Post Master General, Bombay, has in his letter No. 3893, dated 31st August 1911, to you, expressed his readiness to maintain a Post Office in the General Office buildings in Church Gate Street for the transaction of certain class of postal work. It is hoped that the proposed arrangement will meet the requirements of the mercantile community in Bombay.—I have, etc.,

R. D. BELL,
Under Secretary to Government.

No. 772 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 20th September 1911.

The UNDER SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge, with many thanks, the receipt of your letter No. 2860 of 1911, dated 7th instant, regarding the maintenance of an office in the Old General Post Office building for the transanction of certain classes of postal work.

I am to add that the proposed arrangement will meet the requirements of the mercantile community of Bombay.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX N—3.

RECEIPTS FOR REGISTERED PARCELS.

No. 460.

CHAMBER OF COMMERCE,

KARACHI, 9th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed by the Managing Committee to hand you copies of correspondence which has passed between this Chamber and the Director General of the Post Office of India regarding the receipt at present issued to the public in exchange for a registered parcel. You are doubtless aware that such receipt now shows neither the *weight* of the package nor the *postage* which has been *paid* thereon, notwithstanding that (since under rules 80 and 216, which make prepayment of postage compulsory) it is necessary for the postal clerk to ascertain such weight and to calculate the amount of postage payable. There can, therefore, be no valid contention that the filling in the details in the spaces provided on the form is placing undue strain of the postal staff. On the other hand, the parcel sent by an employee for despatch may be tampered with or the postage paid thereon wrongly declared. If tampered with the sender could not learn (in the case of foreign parcels) of the mischief for several weeks; whilst a misdeclaration of postage paid is almost impossible to detect It is hardly necessary to add that tampering is by no means impossible on the other side of the counter any time before delivery. Should a package have been tampered with no proof, as matters now stand, could be forthcoming to either implicate or exonerate the Postal Department which has merely given a receipt for a package size, weight and contents unknown.

The Committee of this Chamber are of opinion that for the satisfaction of all parties and to reduce risks of tampering as far as possible the weight and postage should be entered as formerly.

From the Director General's letter it would appear that these details have been omitted since as far back as 1908, but no intimation of the proposed alteration appears to have been made to this Chamber or the public.

I am directed to enquire whether your Chamber are prepared to support a joint protest against the change, at the same time asking that the particulars of weight and postage paid may be entered on the receipt issued to the public by the postal clerks as before.—I am, etc..

E. L. ROGERS,
Secretary.

CHAMBER OF COMMERCE,
KARACHI, 14th July 1911.

The DIRECTOR GENERAL OF THE POST OFFICE OF INDIA,
Simla.

SIR,—The attention of the Managing Committee of this Chamber has been drawn to the present system under which the receipt for "registered" parcels shows neither the weight of the parcel nor the postage which has been paid thereon. It is submitted that the omission of these details opens a road to fraud.

The omission of these details on a receipt for a registered parcel is a serious matter to the sender, as without a record of weight the sender has only a guarantee that something will be safely delivered at the address given in the receipt, but whether that something will be the parcel sent to the post office or even that received by the post office there is no guarantee.

A parcel 50 lbs. in weight and £50 value, the postage on which to England is Rs. 25 receives the same receipt as even a less than 3 lbs. parcel, value nil, postage 12 annas, to same address, and news of any substitution could not be discovered for at least one month and then by cable from addressee. It is possible that the 50 lb. parcel might not be tendered at the post office and also possible that it might never get beyond the receiving office. The fact that stamps are to be affixed by sender is no safeguard whatever. Parcels are weighed and postage checked.

It is not submitted that the recording of weight and postage is an absolute safeguard, but at least that it makes any attempt at fraud less easy. This Chamber therefore asks that you will give the

subject careful consideration and that you will order that the weight and postage may in future be given in the receipt taken by sender.—I have, etc..

M. de P. WEBB,
Chairman.

POST OFFICE.

No. 269.

SIMLA, the 22nd August 1911.

The CHAIRMAN, CHAMBER OF COMMERCE,
Karachi.

SIR,—In acknowledging the receipt of your letter of 14th July 1911, I am directed to inform you that the decision to discontinue the practice of entering, in the receipt given to the sender, the amount of postage paid on a registered parcel and its weight, was arrived at in 1908 after a careful consideration of the question from all points of view. When the practice of entering these particulars in parcel receipts was first introduced, the postage on parcels had to be paid in cash and it was necessary to give the sender a receipt for the *money* tendered by him in payment of the postage. Now, however, the sender is required to pay the postage on parcels by means of postage stamps affixed to the articles themselves, in the same way as in the case of all other registered articles and the Post Office does not and cannot undertake to grant receipts for the amount of postage paid in this way.

2. In the circumstances explained, the Director General regrets that he is unable to re-open the question.—I have, etc.,

H. C. SHERIDAN,
Deputy Director General.

No. 820 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 29th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 460, dated 9th instant, regarding receipts for registered parcels,

and to inform you, in reply, that my Committee have carefully considered the question and have made enquiries at the Post Office, from which it appears that the weight and the value of the postage paid are inserted on the receipts given to the public for parcels which are insured; such parcels must, however, be sealed.

My Committee are of opinion that the sender of a parcel of any value, would, as a matter of course, seal and insure it and the adoption of these precautions would preclude any possibility of the contents being tampered with, but in the case of registered parcels which are of little or no value, it is, perhaps, hardly fair to contend that the Post Office should be compelled to issue receipts for them containing the particulars above mentioned or to accept any responsibility for the contents.

I am to express my Committee's regret that they cannot see their way to support a joint protest of the nature referred to in your letter under reply.—I am, etc.,

R. E. GREGOR-PEARSE.

Ag. Secretary.

APPENDIX N.-4.

COMPULSORY INSURANCE OF CURRENCY NOTES TRANSMITTED BY POST.

POSTAL NOTICE.

COMPULSORY INSURANCE OF CURRENCY NOTES.

From the 1st October 1911, no postal article containing a Government currency note, or part thereof, may be sent by the inland post, unless it is insured, and no compensation will be given in respect of any such article which has not been insured.

2. An uninsured postal article presented for despatch and found then to contain a currency note (whole or divided) will not be accepted unless the sender insures it; and any such article discovered

in course of transmission by post will be either intercepted and returned to the sender, or be forwarded to destination and delivered to the addressee on payment of a fee of one rupee. This payment will not, however, impose any liability on Government.

CALCUTTA :
The 14th September 1911.

C. STEWART-WILSON,
Director-General of the Post Office of India.

TELEGRAM, DATED 20th SEPTEMBER 1911.

From BENGAL CHAMBER OF COMMERCE,
Calcutta.

To CHAMBER OF COMMERCE,
Bombay.

Committee have telegraphed Government of India as follows: Begins: "Compulsory insurance of currency notes. Committee Bengal Chamber of Commerce, fear that post office notice of fourteenth September will seriously affect popularity of universal notes and will tend to limit circulation ; further it will seriously interfere with the remitting of currency notes to tea estates and to jute and other districts. Committee protests against notice and strongly urge its withdrawal pending a reference Chambers of Commerce and other bodies affected.—Ends.

Trust your Chamber will telegraph Government in support of this recommendation.

TELEGRAM, DATED 21st September 1911.

From CHAMBER OF COMMERCE,
Bombay.

To SECRETARY TO GOVERNMENT OF INDIA,
COMMERCE AND INDUSTRY DEPARTMENT,
Simla.

Bombay Chamber of Commerce strongly support Bengal Chamber's representation regarding compulsory insurance of currency notes sent by post.

They urge that reference should be made to Chambers of Commerce before measure is adopted.

TELEGRAM, DATED 28th September 1911.

From CHAMBER OF COMMERCE,

Bombay.

To BENGAL CHAMBER OF COMMERCE,

Calcutta.

Reply to your telegram *re* compulsory insurance of currency notes Director General explains compulsion means merely act of insurance which need not cost more than one anna, unless sender desires to claim compensation exceeding fifty rupees, this minimum fee entitles compensation up to fifty rupees against twenty-five for mere registration. Would observe post office can only endeavour to prevent notes being sent uninsured ; but in future will decline to pay any compensation for notes lost, even if registered. Committee think it likely Government will explain through Press.

No. 7147-116.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 22nd September 1911.

The DEPUTY CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to acknowledged the receipt of your telegram, dated the 21st September 1911, regarding the compulsory insurance of inland postal articles containing currency notes. In reply, I am to say that your telegram will be submitted for the consideration of the Government of India.—I have, etc.,

A. H. LEY,

Under Secretary to the Government of India.

No. 7292-7298-116.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 30th September 1911.

The DEPUTY CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—In continuation of my letter No. 7147-116, dated the 22nd September 1911, I am directed to say that the question of requiring the insurance of currency notes when transmitted by post was recently brought to the notice of the Government of India, in view more particularly of the arrangement which has been introduced by which notes of the denominational value of Rs. 100 or less have been made universal. They understand that one result of this measure has been that currency notes are now much more freely transmitted by post throughout India then was previously the case. It is manifestly desirable that money should not be carried by post except with every possible precaution; this is essential both in the interests of the public and the officials of the Post Office who have to deal with postal articles containing currency notes. On a review of all the considerations involved, the Government of India decided that currency notes transmitted through the post should be placed on the same footing as gold coin and bullion and that their insurance should be made compulsory.

2. It appears to the Government of India that there has been some misapprehension as to the precise effect of the measure. Under the existing Postal Regulations registration is already compulsory in the case of currency notes. Payment of a fee of one anna will insure a registered inland postal article for Rs. 50, and this payment, therefore, is all that is necessary to comply with the new regulation. The Government of India see no reason to think that the minimum payment of one anna as insurance fee will affect the popularity of the universal notes, or interfere seriously with their remittance by post. The payment will guarantee compensation being given up to Rs. 50, whereas at present in case of loss of a registered article which has not been insured, the Post Office have no liability and though they grant compensation up to Rs. 25, this is given only as a matter of grace. The new regulation appears to offer advantages to the

public, and as it is also desirable in the interests of the officials of the post office, the Government of India regret that they are unable to modify the orders contained in their Notification No. 6633-70, dated the 8th September 1911.—I have, etc..

A. H. LEY,
Under Secy. to the Govt. of India.

No. 851 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 13th October 1911.

The SECRETARY TO THE GOVERNMENT OF INDIA.
DEPARTMENT OF COMMERCE AND INDUSTRY.
Simla.

SIR,—Which reference to your letter No. 7292-7298-116, dated 30th ultimo, regarding the insurance of currency notes when sent by post I have the honour to state, by direction of my Committee, that it does not seem to have been made quite clear that, whatever the value of the notes may be, insurance need to be effected for more than Rs. 50.

I am therefore to respectfully suggest that the following words might be added after the word "regulations", which appears on the 5th line of the second page of your letter under reply:—"If the registered article contains a larger sum and the sender wishes to insure the contents for the full value, he may do so, but it is not compulsory."

If the intentions of the Government of India are fully met by the addition of the words mentioned my Committee will be pleased to receive confirmation to that effect so that the Members of this Chamber my be duly notified.—I have, etc..

R. E. GREGOR-PEARSE.
Ag. Secretary.

No. 8028-8036-116.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 27th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of my letter No. 7741-116, dated the 17th October 1911, I am directed to request that the following addition may be made after the word "regulation" at the conclusion of the second sentence of paragraph 2 of my letter No. 7292-7298-116, dated the 30th September 1911. "If the registered article contains a larger sum and the sender wishes to insure the contents for the full value he may do so, but it is not compulsory".—I have, etc.,

A. H. LEY,
Under Secy. to the Govt. of India.

APPENDIX N-5.

POST OFFICE HOLIDAYS.

No. 4675—4722—51.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Simla, the 26th June 1911.

RESOLUTION.

In the Resolution of the Government of India No. 7843-7880-51, dated the 29th October 1910, certain proposals for increasing the number of Post Office holidays were published for criticism, with the intimation that if there was a generally expressed desire on the part of the public to afford relief in the matter of holidays to the employés of the Post Office, the question would be further considered. The replies which have been received from Local Governments, public

bodies and private persons are almost unanimously favourable to the proposals. Modifications have been suggested in some respects, the most important being that the additional Post Office holidays should be selected without exception from festivals notified as public holidays under the Negotiable Instruments Act. The Government of India are unable to accept this view. If the extra holidays were confined to days gazetted under the Negotiable Instruments Act, certain important religious festivals, which the Government of India consider it particularly desirable that postal servants should be permitted to celebrate, would have to be ommitted from the list. It would be impossible, for instance, to allow any holidays for Mahommedans in Eastern Bengal and Assam. It is moreover desirable that the additional holidays should be as far as possible uniform in all the postal circles, and the selection of certain days which are not gazetted public holidays throughout India has been in some instances unavoidable. In order, however, to prevent any inconvenience to the public, special arrangements for the disposal of postal business will, if necessary, be made at important centres on occasions when a Post Office holiday is not also a holiday under the Negotiable Instruments Act, and on all the holidays the arrangements, which are at present followed on Sundays, will be made for the despatch and delivery of mails.

The only other modifications in the proposals published with their Resolution, dated the 29th October 1910, which the Government of India considered necessary, are the substitution in all circles, except Madras and Burma, of *Id-uz-zuha* for *Muharram*, the substitution in the Punjab Circle of *Baisahi* for *Janmastami*, and the reduction of the additional holidays from six to four in the Burma Circle, where postal work is lighter than elsewhere.

2. The Government of India have accordingly decided that, with effect from the year 1912 and until further orders, the following days shall ordinarily be observed as additional Post Office holidays:—

For all Circles except Madras and Burma.

(1) Id-uz-zuha.

(2) Holi or Doljatra.

(3) Janmastami or Gokul Ashtami (Baisakhi in the Punjab Circle).

(4) Id-ul-Fitr or Ramzan.

(5) Dasehra or one day of the Pujas.

(6) Divali or Kali Puja.

For Madras.

(1) Pongul.

(2) Mahasivarathri (or Telugu New Year).

(3) Avani Avittam (or Tamil New Year).

(4) Ayuda Puja.

(5) Id-ul-Fitr or Ramzan.

(6) Dipavali.

For Burma.

(1) Burmese New Year.

(2) Beginning of Buddhist Lent.

(3) End of Buddhist Lent.

(4) Fazaundaing.

If any of these festivals falls on a day which is already a Post Office holiday, or which is otherwise inconvenient, another date will be selected. The dates to be selected will be notified before the beginning of the year in all post offices and in the Post Office Guide.

3. In the current year two additional post office holidays will be observed in the Burma Circle and three in all other Circles, on the following festivals :—

For Burma.

(1) Beginning of Buddhist Lent.

(2) End of Buddhist Lent.

For all Circles except Burma.

(1) Janmastami or Gokul Ashtami.
(Avani Avittam in the Madras Circle).

(2) Id-ul-Fitr or Ramzan.

(3) Dipavali or Kali Puja.

Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations, to all Chambers of Commerce

and Trades Associations, to all Departments of the Government of India, and to the Heads of Departments subordinate to the Department of Commerce and Industry.

Ordered, also, that a copy be publised in the *Gazette of India*.

B. ROBERTSON,
Secretary to the Government of India.

No. 590 of 1911

CHAMBER OF COMMERCE.

BOMBAY, 6th July 1911.

The PRESIDENCY POSTMASTER,
Bombay.

DEAR SIR,—My Committee have been favoured with a Government of India notification, No. 4675/4722/51, dated 26th June 1911, which intimates that, with effect from the year 1912, certain days are to be observed as additional Post Office holidays.

It will be much appreciated if you can arrange to notify this office each year of the various dates selected for the Bombay Circle, so that the members of this Chamber can be advised accordingly, and I shall be much obliged if you will kindly led me know whether you can so meet the wishes of my Committee in this matter.—I am, etc.,

R. E. GREGOR-PEARSE,
For Secretary.

No. 9335.

POST OFFICE.

BOMBAY, the 7th July, 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your communication No. 590, dated 6th July 1911, I beg to state that as soon as the dates are known you will be informed.—I have, etc.,

W. A. ROUSSAC,
Offg. Presidency Postmaster.

No. 9335.

POST OFFICE.

BOMBAY, the 17th July 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of my letter No. 9335, dated 7th July 1911, I have the honour to inform you that the Government of India have decided that during the current year additional Post Office holidays will be observed on the following days for the Bombay Postal Circle (Bombay Presidency and Sindh) :—

Thursday, 17th August :—Gokul Ashtami.

Monday, 25th September :—Ramzam Id.

Saturday, 21st October :—Dewali.—I have, etc.,

W. A. ROUSSAC,
Offg. Presidency Postmaster.

No. 1496—1911.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 30th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Post Office Holidays.

DEAR SIR,—I am directed to forward, for your information and consideration, the copies of the marginally noted letters, in this connection.

(1) No. 28, dated 6th January 1911, from the Bengal Chamber of Commerce to Government of India, Department of Commerce and Industry.
(2) No. 1268, dated 27th July 1911, from the Chamber to the Government of India, Department of Commerce and Industry.
(3) No. 6126-100, dated 18th August, from the Government of India, Department of Commerce and Industry to the Chamber.

2. From these papers you will see that the Committee objected to the selection, as additional Post Office holidays, of certain days which are not gazetted as public holidays in Bengal. In view of the attitude taken up by Government, it does not seem to be likely that a useful purpose would be served by pursuing the

objection further at present. But the Committee would be glad to be favoured with the views of your Chamber on the subject, as they believe that all the days notified by Government are not public holidays in your Presidency. It is anticipated here that when one of the days, which is not a public holiday, but which is a Post Office holiday, falls on a Thursday mail day, there may be some inconvenience. Perhaps your Committee will be good enough to state if any such difficulty is apprehended in Bombay in regard to mail days, and if so, whether they consider that further action should be taken now.—I am, etc.,

H. M. HAYWOOD,
Secretary.

No. 28 of 1911.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 6th January 1911.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

SIR,—I am directed to advert to Resolution No. 7843-7880-51, dated 29th October 1910, of your Department, with reference to the question of increasing the number of the Post Office holidays.

2. It is stated in the Resolution that the Government of India are prepared to take this question into consideration, if there is a generally expressed desire on the part of the public, to afford further relief to postal servants. And it is suggested that for all postal circles, except Madras and Burma, the six following additional holidays should be permitted, namely :—

(i) Muharram.
(ii) Holi or Dol Jatra.
(iii) Janmastami or Gokulastami.
(iv) Id-ul-Fitr or Ramzan.
(v) Dasahara, or one day of the Pujas.
(vi) Diwali or Kali Puja.

3. The Committee of the Chamber have considered this proposal, and they have consulted the Members of the Chamber and the principal Calcutta commercial associations in regard to it. They

find that opinion generally is in favour of granting additional holidays to postal servants. But there is a feeling, which the Committee share, that the days selected should be in all cases days which are already notified as public holidays under the Negotiable Instruments Act. All the six days mentioned in the preceding paragraph are not public holidays, and to that extent, therefore, the Chamber is not in accord with the proposal. For to suspend, or partially to suspend, postal business on ordinary working days would be productive of inconvenience to the commercial community generally. But the Chamber would be entirely in favour of a scheme by which six additional days, which are all public holidays, would be declared to be postal holidays also.—I have, etc.,

H. M. HAYWOOD,
Secretary.

No. 1268 OF 1911.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 27th July 1911.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

SIR,—The Committee of the Bengal Chamber of Commerce have had under consideration your Department's Resolution No. 4675-4722-51, dated 26th June 1911, on the subject of additional Post Office holidays.

2. The Resolution communicates the orders of Government upon the proposals which were put forward last year for increasing the number of Post Office holidays. In commenting upon the proposals, the Committee of the Chamber ventured to urge that the additional days selected should be in all cases days which are notified as public holidays in accordance with the Negotiable Instruments Act. They mentioned that all the days suggested by Government were not public holidays in Bengal, and they pointed out that to suspend, or partially to suspend, postal business on ordinary working days would be productive of inconvenience to merchants.

Letter No. 28, dated 6th January 1911, from the Bengal Chamber of Commerce to the Government of India, Department of Commerce and Industry.

3. The Committee now observe with regret that the Government have been unable to accept these suggested modifications. Six additional postal holidays have been named, and two of them Bakr-id and Ramzan are not public holidays in Bengal. No Mahomedan festivals are gazetted as public holidays in this province, although certain of them are declared by executive order to be holidays in Government Offices. They are not, however, recognised by the commercial community, and both Bakr-id and Ramzan are ordinary working days in Calcutta. Either of them may fall on any day of the week, and it is difficult to see how inconvenience to the public can be avoided, notwithstanding any special arrangements which may be made. When the festivals fall on mail days, this inconvenience will be further accentuated.

4. As the Committee mentioned in their previous letter, they are quite in favour of granting additional holidays to postal servants. But they object to the suspension, or partial suspension, of postal business on ordinary working days; and they still think that an arrangement should be made by which this difficulty might be overcome. They venture, therefore, to invite the Government of India to reconsider the matter, at least so far as the Province of Bengal is concerned.—I have, etc.,

H. M. HAYWOOD,
Secretary.

No. 6126—100.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY,
SIMLA, the 18th August 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

SIR,—In continuation of my letter No. 5760-100, dated the 31st July 1911, I am directed to say that the Government of India have considered the objections taken by the Bengal Chamber of Commerce in your letter No. 1268, dated the 27th July 1911, to the selection as additional Post Office holidays of certain days which are not gazetted as public holidays in Bengal.

2. I am to say that, as stated in the Resolution of the Government of India in this Department, No. 4675-4722-51, dated the 26th June 1911, every endeavour will be made to avoid inconvenience to the public at Calcutta on Post Office holidays which are not also public holidays. The Government of India consider it important to retain as much uniformity as possible in all postal circles in the matter of Post Office holidays, as well as to allow their servants of all persuasions opportunity to celebrate certain important religious festivals. And until it is found that inconvenience is actually caused to the general public by the observance of a particular festival as a Post Office holiday, they do not consider it necessary to make any change in the days already selected as additional Post Office holidays in the Province of Bengal.—I have, etc.,

A. H. LEY,
Under Secretary to the Government of India.

No. 764 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 14th September 1911.

The PRESIDENCY POSTMASTER,
Bombay.

DEAR SIR,—In connection with the recent Government of India Notification notifying that 6 additional holidays had been granted to Post Office employees, my Committee observe that one holiday out of the six, *viz.*, Ramzan, is not a day which has been declared a holiday under the Negotiable Instruments Act, and they will, therefore, be much obliged if you will kindly inform them what the position will be in Bombay should this particular holiday (Ramzan) fall on a Saturday.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 9335.

POST OFFICE,
BOMBAY, 19th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your letter No. 764, dated the 14th instant, I have the honour to say that registered articles for the United

Kingdom and Foreign Countries will be received at the General Post Office from 7 a.m. to 12 noon, and up to 12-30 with late fee, and that stamps will be sold up to 1-45 p.m., should the "Ramzan" holiday fall on a Saturday.—I have, etc.,

W. A. ROUSSAC,
Offg. Presy. Postmaster.

No. 808 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 28th September 1911

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—In reply to your letter No. 1496-1911, dated 30th ultimo, regarding Post Office holidays, I am directed to inform you that, in Bombay, five out of the six holidays, granted to the Post Office employees, are holidays under the Negotiable Instruments Act.

As regards the sixth (Ramzan) the Presidency Postmaster here was asked what the position would be in Bombay should this holiday fall on a Saturday (mail day) and a copy of his reply is attached hereto for your information.

As my Committee consider the reply satisfactory, they propose to take no further action in the matter.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX O-1.

FIRES ON BOARDSHIP.

63, ESPLANADE ROAD, FORT.
BOMBAY, 26th July 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—A short time ago the S. S. "City of York" arrived in Bombay and declared general average on account of a fire having

broken out in cargo coal in Nos. 4 and 5 holds of the steamer *which was extinguished by flooding the holds with water.* The result of which was a heavy damage to the cargo (piece-goods) of this steamer.

In a recent fire, however, on board the S. S. "Selsdon" in Calcutta the shippers refused to allow water to be played into the steamer's holds, but used Carbonic Acid Gas, and the fire was got under control in a very short time and with very little damage either to the cargo or the vessel.

"Messrs. Andrew Yule & Co. are the manufacturers in Calcutta of this Carbonic Acid Gas and they charge Rs. 8 per cylinder. In the case of the S. S. "Selsdon" the shippers used 100 cylinders. Had water been allowed to be poured into the holds the damage would have been very heavy, the No. 2 hatch alone having about 650 tons seeds and wheat which would all have been damaged and probably the bulk-heads would not have stood the strain and consequently damaged to her cargo in her other holds would have taken place. With Carbonic Acid Gas all that is be done is to close up the hatches and cover the ventilators and pass the pipe connected to the cylinder through some small opening made either in the hatch, or cover to a ventilator.

We will greatly thank you to put this question before the Committee of the Chamber who would decide whether they deem it advisable to recommend to the Port Trust to use this Carbonic Acid Gas instead of the antiquated method of pouring water into the holds.—We are, etc.,

per pro RALLI BROTHERS.
J. N. METAXA.

No. 676 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 14th August 1911.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—The attention of my Committee has been drawn to a case of fire which recently occurred to the coal cargo in Nos. 4 and 5 holds of the S. S. "City of York" while the steamer was lying in Prince's Dock.

The fire, it is understood, was extinguished by flooding the holds with water, with the result that heavy damage was caused to the piece-goods cargo of the steamer.

In Calcutta, however, in a recent fire on board the S. S. "Selsdon," my Committee are informed that Carbonic Acid Gas was used with great success, the fire being got under control in a very short time and the resultant damage to both cargo and vessel being very small.

In view of these statments my Committee will be obliged if you will let them know whether the Port Trust keep a sufficient supply of cylinders containing Carbonic Acid Gas at the Docks, for use in case of fire on steamers, and if so, whether Captains of vessels are aware of the fact.

I am also directed to enquire whether, in the opinion of the Port Trustees, the use of this Gas is considered efficacious in coal cargo fires and generally whether it is considered advisable to use it in all cases of fire on board steamers. My Committee will also be glad to know what is the procedure followed by the Port Trust Officials when a fire breaks out on boardship.

Any further information you can furnish my Committee with, in this connection, will be much appreciated.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 6026.

BOMBAY PORT TRUST.

SECRETARY AND CHIEF ACCOUNTANT'S OFFICE,

BOMBAY, 6th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—In reply to your No. 676 of 4th August 1911, drawing attention to the fire on the S. S. "City of York" and asking what the procedure followed by the Port Trust is in case of such fires, and whether a supply of Carbonic Acid Gas is kept, I am directed to say that the Dock Fire Brigade stocks 17 cylinders of Carbonic

Acid Gas and these are available for use in such cases and can be supplemented by further supplies which can be obtained locally without much delay.

2. The procedure I am to say, which is adopted by the Port Trust in the case of fires on Board, is to offer the Captain of the vessel on fire the assistance of such appliances as are available, (including the above), but, unless the fire is deemed by the Docks Superintendent to be so serious as to be likely to endanger other ships or Dock property, the Captain is allowed to adopt such methods as he thinks best.

3. With regard to the question asked in your penultimate para. as to whether the Trustees consider Carbonic Acid Gas efficacious in the case of coal cargo fires and generally whether it is considered advisable to use it in all cases of fire on board, I am to say that in the opinion of the Trustees the position is somewhat as follows:—

It is well known that before any combustible body can break into flames, the temperature of the same must rise to a certain point which varies for different substances. At that temperature active combustion in the form of flame will take place. If then the substance be surrounded with a gas (such as Carbonic Acid Gas) that will not support combustion, this flame will be suppressed.

As soon as the gas is removed however, the substance will at once break out into flame again, unless, in the meantime the temperature has dropped to a point below the critical temperature mentioned above.

4. It would seem, therefore, that the question as to whether Carbonic Acid can be efficacious for the purpose of *extinguishing* fire (not merely suppressing it till other means can be applied) turns upon the point as to whether there is any chance of the temperature of the substance falling within a reasonable time to below the combustion point, and during this time, of course, the gas supply should be maintained.

5. In the case of a coal fire, where a large mass of coal is at a very high temperature, it is hardly open to hope for such a reduction of temperature within a reasonable time, especially when one recol

lects that no matter how perfect the application of the gas may be, there is sure to be some trifling combustion going on at some point, and this alone will tend greatly to raise the temperature.

Hence it would appear that in such cases of coal fires, the Carbonic Acid method should not be looked to for anything better than a mere suppression of the fire temporarily until better methods can be applied.

6. This does not however say that there are not cases where the gas should completely extinguish the fire, and I am to instance such a case as that of a small quantity of comparatively inflammable material lying on the top of a large mass of other cargo, catching fire. In this case it is obvious that the bulk of the cargo in the hold would not be hot and if the actual combustion of the burning material on top were suppressed by the gas and kept under for a day or so the temperature of the material which had been on fire would fall to the general temperature of the hold when no further fire would ensue.

7. In these circumstances, I am to say the advisability of using Cabonic Acid Gas depends upon circumstances, and in cases of large smouldering masses it should not be looked to, to do more than enable the ship to reach port or to await the arrival of the time when water may be pumped in.

8. I am to enclose a copy of a letter dated 4th September 1911 from the Port Officer on the subject as well as the Dock Superintendent's report, dated 6th September 1911, on the Bunker fire in the S. S. "Gothic," which would seem to support the above remarks.—I have, etc.,

H. E. HART,
Secretary.

No. 2758 OF 1911.

BOMBAY PORT TRUST.

PORT OFFICE,
BOMBAY, 4th September 1911.

SIR,—I have no further experience in the use of Carbonic gas than having seen it tried to extinguish fires in coal and jute cargoes, on board of vessels with negative results—particularly in cases when the

fire has originated or was in the bottom of the hold or under deck spaces, to which it was not possible to get the gas delivery pipe into close contact with the fire, and after losing much valuable time in applying the gas, water had to be resorted to.

2. If the fire is on the surface of the cargo and the hold can be properly closed down and the gas supplied in sufficient proportion to the air contained, it may and probably would prove efficacious in extinguishing such a fire.

3. The Steamer "Gothic" in Prince's Dock has just had her bunker coal on fire, and I understand three cylinders of gas should have been sufficient to extinguish the fire, if the gas is capable of doing all that is claimed for it. I was informed 29 cylinders of gas had been used without success, when steam was tried and eventually water was used to extinguish this fire. The Dock Superintendent will, no doubt, in due course, submit a report of this bunker fire and the failure attending the use of carbonic gas.

E. J. BEAUMONT,
Commander, R. I. M.,
Port Officer, Bombay.

No. 11619 OF 1911-12.

BOMBAY PORT TRUST.

SUPERINTENDENT'S OFFICE,
PRINCE'S AND VICTORIA DOCKS,
BOMBAY, 6th September 1911.

The SECRETARY,
BOMBAY PORT TRUST.

SIR,—I have the honour to report that at about 9-5 p. m. on the 25th ultimo, a fire was reported to have broken out in the bunker coal of the S. S. "Gothic," lying at P. berth, Prince's Dock. The Docks Fire Brigade staff were, without delay, called out and got in readiness to proceed with the Dock Steam Fire Engine and appliances to the vessel, but the Chief Engineer of the vessel, asked for the Carbonic Acid Gas Cylinders, four of which were at once taken on board by the Docks Fire Brigade and holes having been bored in

the lower part of the coal bunker and copper tubes inserted, at about 10-25 p. m. Gas was turned on under the directions of Mr. Hogan, a representative of the Sirdar Carbonic Acid Gas Company who had been called in by the Commander of the "Gothic." After the cylinders had been got in position and connected by the Docks Fire Brigade staff, the tindal and two lascars were left on board the vessel for the night.

A little after midnight, Mr. Hogan applied for more gas cylinders and 8 more were put on board the ship. These were all used by 12-30 p. m. on the 26th August (Saturday), but the fire, though kept in check, was not extinguished. Mr. Hogan then obtained a supply of cylinders from his works and these were used, during Sunday and Monday; on the latter day steam was also used at the same time, but the only result obtained from the use of the gas and steam was to keep the fire in check.

Frequent inquiries were made by the Docks Officers if the ship's Officers required any help, but they did not consider it was necessary.

By noon on Wednesday, 30th August, in addition to the 12 Port Trust cylinders, 17 of the Sirdar Carbonic Acid Gas Company had been used, but with no other effect than to keep the fire in check. Steam was also introduced in the bunker on Monday and Tuesday but this too did not put out the fire. On Wednesday afternoon the Officers of the vessel commenced to shift the coal so as to get at the seat of the fire, which was eventually put out by the use of the ship's pumps.

From the attached copies of correspondence between this Department and the Master of the S. S. "Gothic," it will be seen that the latter is of opinion that the gas temporarily checks the fire, which starts again if the gas is shut off. The gas may therefore be looked upon as a useful temporary means of checking combustion and may be used sometimes on ships to avoid damage to goods at the request of the Master or owner. I propose to have the 12 Port Trust cylinders recharged for use at the expense of the Port Trust, as it has not been usual to make any charge against the shipping for fire appliances.—I have, etc.

E. Y. WATSON,
Superintendent.

No. 848 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 12th October 1911

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge, with many thanks, the receipt of your letter No. 6026, dated 6th instant, explaining the procedure followed by the Port Trust in case of fires on board steamers.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX O-2.

MOTOR LAUNCHES AND THE INLAND STEAM VESSELS ACT.

BURMA CHAMBER OF COMMERCE,
RANGOON, 10th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to address you on the subject of a notification which has recently been issued by the Local Government by which motor launches are made subject to all the provisions of the Inland Steam Vessels Act. Copies of the notification and of an accompanying letter from the Local Government are attached for fuller explanation.

The special point to which attention has been drawn is that under the notification two certificated men must be in charge of a motor launch no matter of what size, which in the case of small launches, it is contended, are unnecessary and will make the cost prohibitive

as regards wages, and the Committee of the Chamber will be much obliged if you will kindly inform them whether similar regulations are in force in Bombay.—I am, etc.,

J. WHITTON,
Secretary.

No. 817/4S-20.

COMMERCE DEPARTMENT,
DATED RANGOON, the 29th April 1911.

From

F. LEWISOHN, Esq., I.C.S.,
OFFICIATING SECRETARY TO THE GOVERNMENT OF BURMA.

I am directed to forward herewith, for your information, a copy of a Notification No. 2473-5 (Merchant Shipping), dated the 8th April 1911, by the Government of India in the Department of Commerce and Industry, regarding the application of the Inland Steam-vessels Act, 1884, to vessels which ordinarily ply on inland waters in the province and which are propelled by electricity or other mechanical power.

2. The effect of this notification is that motor-launches will be subject to all the provisions of the Inland Steam-vessels Act, and *inter alia* require to be surveyed and to be in charge of a certificated master or serang and of an engineer or engine-driver, who has been granted a special certificate of competency to act as the engine-driver of a motor-vessel, or who holds an ordinary engineer's or engine-driver's certificate specially endorsed for motor-vessels. Steps are being taken to frame special rules for the protection of motor-launches from danger by explosion or fire, and to regulate motor-launches in other matters in which the existing rules for inland steam-vessels are not suitable. These rules will be published for criticism in due course.

No. 2473-5.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 8th April 1911.

Notification.
Merchant Shipping.

In exercise of the power conferred by section 68A of the Inland Steam-vessels Act, 1884, the Governor General in Council is pleased to declare that the provision of the said Act shall apply to vessels which ordinarily ply on inland waters in the Province of Burma and are propelled by electricity or other mechanical power, with the following modification :—

(1) For Section 5, sub-section (2), the following sub-section shall be substituted.

"(2) 'Steam-vessel' means every description of vessel propelled wholly or in part by the agency of a steam, electricity or other mechanical power."

(2) After section 25-A, the following section shall be inserted as section 25-B :—

"25-B. The Government surveyor at any port, for which such surveyor has been appointed, may grant to any person who has satisfied him that he possesses the necessary qualifications, a certificate to the effect that he is competent to act as an engine-driver of a motor-vessel ; or if such person has been granted an engineer's or enginee driver's certificate under section 24, shall endorse that certificate to the like effect."

(3) For Section 28, the following section shall be substituted:—

"No vessel which ordinarily plies on inland waters and is propelled by electricity or other mechanical power shall proceed on any voyage, unless she has—

(*a*) as her master a person possessing a master's or serang's certificate of competency, granted under this Act ; and

(*b*) as her engineer a person possessing a certificate granted or endorsed under section 25-B."

B. ROBERTSON,
Secretary to the Government of India.

No. 752 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 7th September 1911.

The SECRETARY,
BURMA CHAMBER OF COMMERCE,
Rangoon.

DEAR SIR,—I am directed to acknowledge receipt of your letter, dated 10th ultimo, regarding Motor Launches being made subject to all the provisions of the Inland Steam Vessels Act.

My Committee are informed that there are no regulations in Bombay, controlling motor-boats unless they ply for hire and even then these boats do not come under the Act referred to.

It is felt that perhaps your Chamber has not correctly interpreted the Notification No. 2473-5 from which my Committee understand that only vessels plying for hire (either in passengers or goods) are referred to. Small motor launches which do not "ordinarily ply" in some regular service, are not, in the opinion of my Committee, affected by the said Government Notification.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

BURMA CHAMBER OF COMMERCE,
RANGOON, 13th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Inland Steam Vessels Act 1884, *Motor Launches.*

DEAR SIR,—I beg to acknowledge receipt of your letter of the 7th instant on the above subject in reply to my letter of the 10th ultimo, contents of which the Committee of the Chamber note with thanks.—I am, etc.,

J. WHITTON,
Secretary.

APPENDIX P.

IMPROVEMENT OF WATERWAYS OF BOMBAY HARBOUR AND KONKAN COAST.

No. 11828 of 1910.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 28th December 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of the letter from this Department, No. 10274, dated 25th October 1909, I am directed to inform you that Government have abandoned the idea of purchasing a dredger for use on the Konkan Coast. The expenditure would be great, and as dredging operations are uncertain in the extreme Government consider that they should not be undertaken until it can be proved in any given case that they will be efficacious.—I have, etc.,

R. D. BELL,
Under-Secretary to Government.

APPENDIX Q.

DUST NUISANCE.

No. 0/8924.

BOMBAY PRESIDENCY TRADES ASSOCIATION, LD.,
WHITEAWAY'S BUILDINGS, 32, HORNBY ROAD, FORT,
BOMBAY, 3rd December 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—A matter which has been discussed very much lately at our Committee Meetings has been the dust nuisance, and, with a view

to obtaining a better state of affairs, letters have been written to the Municipal Commissioner to enquire if something could not be done to ameliorate our conditions.

We have received replies to the effect that the subject is under consideration but that beyond meeting our wishes by watering the principal thoroughfares a little earlier in the afternoons, nothing more could be done at present. We do not know how far the present state of affairs affect the Members of your Chamber, or whether any of them have reason to complain as we do, but as we are desirous of bringing more pressure to bear upon the authorities concerned, we thought that if a combined letter were sent representing your Chamber and our Association, we might meet with a better response.—I am, etc.,

H. B. COLEMAN,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 9th December 1910.

The SECRETARY,
BOMBAY PRESIDENCY TRADES ASSOCIATION, LD.,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 8924, dated 3rd instant, with reference to the dust nuisance in the streets of this town.

My Committee are in accord with you in thinking that some action should be taken to abate this nuisance. They accordingly intend to support you in the matter, but before doing so, they would be obliged by your favouring them with copies of correspondence that has already passed between you and the Municipal Commissioner.

On receipt of the above they will address the Municipal Commissioner direct in support of your representations, as they think this course would be more effective than a joint letter by both bodies.

Awaiting your reply,—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 0/5842/9015.

BOMBAY PRESIDENCY TRADES ASSOCIATION, LD.
WHITEAWAY'S BUILDINGS, 32, HORNBY ROAD, FORT.
BOMBAY, 12th December 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 994, dated the 9th instant.

In reply, I enclose herewith copies of our letters, dated 31st October and 18th November, to the Municipal Commissioner and the Executive Engineer, respectively, and the replies received thereto, and my Committee will be glad to hear that any effort on your side towards abating the nuisance complained of, has met with a favourable response.—I am, etc.,

S. D. SWAMI,
For Secretary.

No. 0/5686/8556.

BOMBAY PRESIDENCY TRADES' ASSOCIATION, LIMITED.
WHITEAWAY'S BUILDINGS, 32, HORNBY ROAD, FORT,
BOMBAY, 31st October 1910.

P. R. CADELL, Esq., I.C.S.,
MUNICIPAL COMMISSIONER,
Bombay.

SIR,—I am desired by my Committee to bring to your notice the following:—

Our Trades have been lately complaining very much about the dust nuisance, especially those who have their places of business in the Hornby and Esplanade Roads.

As usual at this season of the year, and with its prevailing winds we have been troubled more than usual with clouds of dust, which appear together somewhere in the vicinity of the Station, and are blown down right through the Fort, especially to the detriment of those who have to keep their shops open.

According to the present system, the watering of the roads appears, as far as the Fort is concerned, to commence about 5-30 P. M. This we respectfully beg to point out is far too late as the traffic about this time is very great, and as it is usually when the evening business of the shops commences, and residents, etc., go out for their drive.

My Committee think that the nuisance to a certain extent could be obviated, if the roads were commenced to be watered, say, at 4 P. M. This, at all events, would give the dust time to settle before the traffic began.

I am also desired to ask you whether there is any proposal before the Corporation with regard to the future treatment of the roads, as the Members of our Association feel very strongly the inconvenience they have to put up with daily in this respect.

I would add, in conclusion, that my Committee feels that you will give the above your early and favourable consideration.—I have, etc.,

H. F. COLEMAN,
Secretary.

No. O/8748.

BOMBAY PRESIDENCY TRADES' ASSOCIATION, LIMITED.

WHITEAWAY'S BUILDINGS, 32, HORNBY ROAD, FORT,

BOMBAY, 18th November 1910.

J. HALL, Esq., M.I.C.E., M.I.M.E.,

EXECUTIVE ENGINEER,
Bombay Municipality.

DEAR SIR,—The Members of our Trades Association have been lately complaining very much about the dust nuisance, especially those who have their places of business in the Hornby and Esplanade Roads, and I had the honour, only a few days ago by direction of my Committee, to address the Municipal Commissioner in the matter to which letter, however, we have not yet been favoured with a reply.

I am accordingly now directed by the Members of this Association, who held a Special General Meeting on the 14th instant, to discuss the matter, to address you and to ask, whether there is any proposal before the Corporation with regard to the future treatment of the roads as the Members of our Association feel very strongly the inconveniences they have to put up with daily in this respect,—I am, etc.,

H. F. COLEMAN,
Secretary.

No. 22483.

BOMBAY MUNICIPALTY,
BOMBAY, 19th November 1910.

The SECRETARY, BOMBAY PRESIDENCY TRADES' ASSOCIATION, LTD.

SIR,—With reference to your letter No. O/5636/8556 of 31st ultimo, I have the honour to inform you that it is not possible to water the roads at an earlier hour, without changing the hours of pressure in the main. Any such change would affect the hours during which the pressure is at its highest for domestic consumption.

The pressure will however be allowed half an hour earlier so as to permit of road-watering being done earlier by that space of time in the principal streets of the Fort. The subject of treatment of the roads is constantly under the consideration of the Executive Engineer's Department, but no change of treatment can be made at present.—I have, etc.,

P. R. CADELL,
Ag. Municipal Commissioner.

No. 12997.

BOMBAY MUNICIPALITY,
BOMBAY, 1st December 1910.

The SECRETARY, BOMBAY PRESIDENCY TRADES' ASSOCIATION.

SIR,—I have the honour to acknowledge the receipt of your letter No. 8748 of the 18th instant and to refer you to the Municipal Com-

missioner's No. 22483 of the 19th instant, addressed to you on the same subject.

Watering of roads is now commenced at 3-30 P. M. (Bombay Time).—I have, etc.,

B. H. HEWETT, A.M.I.C.E.,
Executive Engineer.

No. 1033 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 22nd December 1910.

The MUNICIPAL COMMISSIONER,
Bombay.

SIR,—My Committee have been favoured with a copy of a representation made to you by the Bombay Presidency Trades' Association regarding the increasing prevalence of dust along the main streets of the town, and more especially on the Hornby and Esplanade Roads.

My Committee are in accord with the complaint of the Association, and they support the representation already made in the hope that some practical steps will now be taken to remedy what is not only an intolerable nuisance to the public, but a source of serious injury to the many shops and offices along the abovementioned roads.

As many remedial measures appear to be available, both in Europe and America, it is felt that some of these might with advantage be given a trial out here. This is, perhaps, already being done, and my Committee would, therefore, be obliged if you would kindly let them know the nature of the present experiments, and also if further experiments are contemplated in the near future? This information, it may be mentioned, is asked for with the object of helping the authorities, as far as possible, in combating the evil complained of.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 26744 OF 1910-11.

MUNICIPAL COMMISSIONER'S OFFICE,

BOMBAY, 11th January 1911.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

SIR,—With reference to your letter No. 1033 of the 22nd December 1910, I have the honour to forward a copy of the letter which I sent to the Bombay Presidency Trades' Association in answer to their representation.

2. The question of the proper treatment of roads is a very difficult one and the method of tar painting which has been largely adopted appears unable to stand the wear of heavy traffic, and is probably almost entirely nullified by the monsoon rains. At the same time the various preparations which are recommended for the treatment of roads do not appear to have any advantage over tar painting, while they are in most cases considerably more expensive. The roads requiring treatment as bearing the heaviest traffic are the Hornby Road and the Esplanade Road in the vicinity of the principal places of business and the Parel Road in the direction of the Docks. The Executive Engineer is considering the advisability of proposing an improved method of wood pavement for the former roads, while for the Frere Road granite setting seems to be the only method which is likely to meet the requirements of the traffic. The Executive Engineer hopes to formulate the proposals in a short time and they will receive the earliest possible attention.—I have, etc.,

P. R. CADELL,
Municipal Commissioner.

No. 05842—9202.

BOMBAY PRESIDENCY TRADES' ASSOCIATION, LIMITED,

WHITEAWAY'S BUILDINGS, 32, HORNBY ROAD, FORT,

BOMBAY, 12th January 1911.

The SECRETARY, CHAMBER of COMMERCE,

Bombay.

DEAR SIR,—In continuation of my letter No. 05842—9015, dated 12th December 1910, enclosing copies of our letters to the Municipal

Commissioner and the Executive Engineer, respectively, I am desired by my Committee to ask, if the representation by your Committee on the subject of the Dust Nuisance has met with any response: and if so, to ask also if you would be good enough to favour us with a copy of your letter, and the reply thereto.—I am, etc.,

H. F. COLEMAN,
Secretary.

No. 39 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 16th January 1911.

The SECRETARY,
BOMBAY PRESIDENCY TRADES' ASSOCIATION, LTD.,
Bombay.

DEAR SIR,—In reply to your letter of the 12th instant, I beg to send you herewith a copy of a letter received from the Municipal Commissioner regarding the dust nuisance.—Yours, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX R.

PACKING OF MAURITIUS SUGAR.

BOMBAY, 24th April 1911.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—The present season's shipments of Mauritius Sugar which represent well over half of the entire Sugar Trade of Bombay have been made very extensively in single strong bags, but, with the exception of the British India Steam Navigation Company, the Agents of several other lines of Steamers in Bombay, have declined to accept any responsibility for slack and torn bags.

It was pointed out to the Agents in question that the Java packing in single bags has for a long time past been recognized by the Java Liners, and that the Mauritius single bag is in noway inferior to that used for Java, but they contend that the Steamer

cannot accept any liability on the ground that, in the opinion of Marine Surveyors, this packing is insufficient.

In former years the practice of single bag packing for Mauritius Sugar was not resorted to, to any material extent. But as double bags were an unduly heavy charge on the value of the Sugar and proved a handicap to the placing of this trade—so important for Bombay—on a footing to compete more successfully with other Sugar, traders have, with great favour, welcomed the single bag packing.

We have not the slightest hesitation in saying, and of this we believe the entire Sugar Trading Community in Bombay are also convinced, that quite as much protection is afforded to the Sugar by the Mauritius single bag as by the one used in Java, and this can easily be ascertained from recent arrivals. There is, therefore, every possibility that Sugar shipments from Mauritius will, in the future, be still more extensively made in a single bag, which has already become a standard packing of this Sugar, and it is with much concern that we now see ship-owners raise objections to the packing in single bags, which they do not do for Java Sugar.

It is essential that some definite understanding should be reached between ship-owners and consignees on this important question, as we obviously cannot afford to have our claims for short weight rejected, whilst, on the other hand, the trade will not pay for double bags.

Under these circumstances, we should be obliged by your placing the subject before your Committee to express their opinion as to whether in view of the Java packing being regarded as sufficient, the same should not be the case for Mauritius; also whether any steps appear to them advisable, in the interests of the trade in general, to bring about a recognition of this packing by ship-owners,—We are, etc.,

for MITSUI BUSSAN KAISHA, LTD.,
R. FURUGORI,
Manager.

per pro RALLI BROTHERS,
J. N. METAXA,

DAVID SASSOON & CO., LTD.,
A. G. DOVEY,
Manager.

BOMBAY, 17th May 1911.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—In continuation of your letter of the 24th April, we beg to inform you that the bag used in Mauritius for single packing is not a second-hand bag, from what we are able to ascertain here but a brand new bag as is the case with Java Sugar.

We believe that second-hand bags are occasionally used only when the Sugar is packed in single gunny and mat, or double gunnies and mat.—We are, etc.,

per pro RALLI BROTHERS,
J. N. METAXA.

DAVID SASSOON & CO., LTD.,
A. G. DOVEY,
Manager.

S. NAKASHIMA,
for MISTSUI BUSSAN KAISHA LTD.,
for Manager.

No. 458 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 25th May 1911.

The BOMBAY STEAM NAVIGATION CO., LD.,
Bombay.

GENTLEMEN,—I am instructed by my Committee to address you with reference to a complaint which has been submitted to the Chamber by certain Bombay firms importing Mauritius sugar to the effect that, with the exception of the British India Steam Navigation Company, the Agents of other steamers in Bombay have declined to accept responsibility for slack and torn bags.

I attach a copy of the letter in question, dated the 24th ultimo, from which you will see it is alleged that the Mauritius single bag is in noway inferior to the single bag in which Java Sugar has been received for a long time past, the claims on which have been recognized by the Agents of Java steamers. The reason given for the

refusal of Mauritius steamers to entertain claims for slack and torn bags is that in the opinion of Marine Surveyors the Mauritius single bag packing is insufficient.

You will notice that further on the writers express an opinion that some definite understanding should be reached between ship-owners and consignees on this important question, and it is with this object in view that my Committee now venture to address you on the subject.

The point at issue appears to be the quality of the two bags—Java and Mauritius—and the correctness or otherwise of the Marine Surveyors' report of "insufficient packing." If the quality is equal the surveyor's report is apparently illogical if not incorrect, and in the interests of all concerned these reports should not be open to any objection of this kind. There may really however be other reasons why the claims are not admitted, *e. g.*, possibly a question of the rate of freight charged for the carriage of Mauritius bags, and if this be so my Committee will be glad of definite information on the point so that the writers of the letter in question may be duly informed.

Trusting, however, that a satisfactory solution of this question may be possible,—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

Similar letter sent to—
The German East Africa S. N. Co.,
The Bombay Persia S. N. Co.,
Messrs. W. and A. Graham & Co.,
Messrs. Killick, Nixon & Co.,
Messrs. James Finlay & Co., Ltd.,
Messrs. Turner Morrison & Co., and
Messrs. Mackinnon, Mackenzie & Co.

KILLICK BUILDING, HOME STREET.
BOMBAY, May 30th, 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We beg to acknowledge receipt of your favour, dated the 25th of May, enclosing copy of the complaint which certain merchants of Bombay have made regarding the non-payment of claims for slack and torn bags of sugar from Mauritius.

All that you write has our careful attention, but we may mention that the practice of shipping sugar from Mauritius in sigle gunny has only very lately been introduced. For many years past Mauritius Sugar has always been brought in two gunnies and a mat, and the owners contend that a single gunny is not sufficient protection for shipments of sugar. Furthermore, owners are protected by the clause in the Bill of Lading stating that the steamer is not responsible for any breakage or leakage of contents.

The custom of shipping sugar from Java has, we contend, nothing to do with the trade from Mauritius, and it certainly should have been the shippers' duty to inform ship-owners when shipping sugar from Mauritius, that they would in the future adopt the single gunny had due notice of this been given, we do not think this dispute would have arisen.

The only instance we have lately had has been the S S. "Lord Kelvin," and acting under instructions from the owners of the steamer, both we as their agents and the agents of owners' Indemnity Society, have refused to pass any claims for shortage of contents for sugar brought to Bombay in single gunnies.—Yours, etc.,

per pro KILLICK, NIXON & Co.,
D. W. WILSON.

No. 2788.

BRITISH INDIA STEAM NAVIGATION COMPANY, LD.,
BOMBAY, 3rd June 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—We are in due receipt of your favour of 25th ultimo, enclosing copy of letter received from a number of Bombay merchants regarding the question of liability of steamers from Mauritius for sugar found short in slack or torn bags.

An expression of opinion is desired from us for the benefit of your Chamber, and we have pleasure in informing you how claims on Mauritius and Java Sugar shipments are treated by this Company, but in doing so it must be clearly understood we only voice our own position in the matter. We do not suggest it as a custom of the trade or as a reason for suggesting : other owners should settle claims from our standpoint.

In instances of single packing of Mauritius sugar all cut and torn bags are surveyed and weighed over, and should the Surveyor's report state that the bags are good, then the claims are admitted, but in cases where bags are badly sewn or slack, this Company pays no claim. Further with regard to Mauritius Sugar of single packing this Company only accepts responsibility for cut and torn bags, provided there is no transhipment and a special clause to this effect is stamped on the Bills of Lading.

Some years ago Mauritius shippers packed their sugar in three bags, *i.e.*, a gunny bag, a mat bag, and the gunny bag outside, and this was recognized as the standard packing from Mauritius. In recent years alterations have been made whereby double gunnies and single gunnies have been used, but the sewing of these bags, and the quality of the gunny, have been much inferior to the condition of the bag known as the Java Sugar bag, and in consequence no liability on behalf of the steamer could be entertained.

During the past season, however, a smaller though a similar quality of the Java bag has been used for Mauritius Sugar, but this bag has been filled with 180 *lbs.* of sugar from Mauritius, which in our opinion is too much to put in the bag, and if the Mauritius sugar shippers would fill the bags they use with only 168 lbs. of sugar we think there would be less cause for complaint.

It will thus be seen that assuming the Java bag and Mauritius bag to be identical in quality, the Surveyor to our mind would be quite justified in certifying one packing good and the other bad, if he considered more sugar had been placed in the one bag than it could comfortably hold or if the sewing of the mouth of the bag was bad.—We are, etc.,

MACKINNON MACKENZIE & Co.,
Agents.

GERMAN EAST AFRICA S. N. Co.,
BOMBAY, 5th June 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We have still to acknowledge the receipt of your letter of the 26th May *re* refusal of Mauritius steamers to entertain claims for slack and torn bags.

Being not interested in the Mauritius Bombay trade we regret we cannot express an opinion in the matter.—We are, etc.,

A. STRANDES & Co.,
Agents.

BOMBAY AND PERSIA S. N. CO., LD.,
BOMBAY, 1st July 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to the communication of the 25th May last enclosing a copy of a letter addressed by certain Bombay firms importing Mauritius sugar to the Chamber, I beg to state that, though it is maintained by the said importers of Mauritius sugar that single bag packing of Mauritius sugar, is in no way inferior to that of Java single bag, our experience has been otherwise and is borne out by the opinions invariably expressed in their survey reports by Marine Surveyors. If the Mauritius single bag is of the same texture as a flour bag and is firmly sewn, the objection against it would at once disappear, but so long as it is not sufficiently strong and there are loopholes for the sugar to escape through the open meshes at the sides and also through the sewing at the mouth, it would be hazardous to treat a Mauritius single bag packing as sufficient to admit of a claim for shortages being recognized.

In such cases no hard and fast rules binding all shipping Companies, as suggested by the signatories to the letter of the Chamber can be laid down for inferior single gunnies from sugar ports.—Yours, &c.,

M. SHIRAZI,
for Agent.

ASIATIC STEAM NAVIGATION CO., LD.,
BOMBAY, 5th July 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—Referring to your letter of the 25th May 1911, enclosing copy of a letter addressed to the Chamber by certain Bombay

firms importing Mauritius sugar regarding slack and torn bags, we now beg to inform you that we are hardly in a position to judge between the merits of Mauritius and Java sugar bags, as the Asiatic Company does not carry the former cargo.

With regard to Java bags, we have found the latter sufficiently strong *with care in handling* to turn out a large quantity, if not a full cargo, of sugar in very fair condition. There is, of course, always a percentage of bags showing slight defects due to the manufacture of the bags, but giving reasonable handling, in our opinion, Java sugar bags are capable of carrying the contents with very little loss resulting from the actual tearing of the bags.—We are, &c.,

Per pro. TURNER MORRISON & CO.,
J. WARDLAW MILNE,
Agents.

No. 612 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 14th July 1911.

Messrs. RALLI BROS.,
Messrs. DAVID SASSOON & Co, LD.,
The MITSUI BUSSAN KAISHA, LD.,
Bombay.

DEAR SIRS,—With reference to your joint letter, dated 24th April last, regarding the packing of Mauritius Sugar in single bags, I am directed to inform you that, as it is understood the Mauritius Chamber of Commerce may be addressing this Chamber in the matter, my Committee consider it advisable to defer replying for the present.—I am, &c.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

CHAMBER OF COMMERCE,
PORT LOUIS, MAURITIUS, 18th July 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—It is probably to your knowledge that during the last two years the trade between this Colony and India has been passing into

the hands of European traders, in lieu of native firms, and it seems probable that in the future the most of the whole trade will be done by European firms here and in India.

2. Whilst the trade was in the hands of the native firms, the packing adopted by planters was one gunny with an outer mat over which a third gunny was placed by the native shippers. European shippers, however, found that the orders they received from European Houses in India almost invariably asked for the sugar to be packed in a single gunny or cornsack, and last season a considerable number of Estates adopted this method of packing in deference to the suggestion of European buyers.

3. It appears, however, with the exception of the British India S. N. Co., the Agents on your side of the various steamers chartered here to take sugar to Bombay and other Indian ports, have been declining to accept any responsibility for slack or torn bags, on the ground that in the opinion of certain Marine Surveyors, this packing is insufficient.

4. The question is naturally a serious one for this colony, if European buyers insist upon single bags and buyers in India cannot recover claims for slack or torn bags, and at the request of certain Merchants and Steamers' Agents here, the matter was placed before this Chamber at a General Meeting held on the 5th instant, resulting in a Committee being appointed to examine the question, composed of representatives of the leading buyers, Steamship Agents and Planters.

5. This Committee met on 14th instant, when evidence was taken from various sources as to the bags, method of shipment, &c., and the Committee came to the conclusion that provided the sugar was packed in a "Cornsack," known in Calcutta as 38 × 26½ hd. 8-9 2¾lbs. for 44 × 26½, and that the mouth of the bag was well sewn with strong twine, the single bag was in every way strong enough, provided not more than 80 kilos nett sugar was packed therein.

6. As regards the "Cornsack," it was stated by two Merchants that the bags ordered by them from Calcutta for the suppliers to the Estates were those as mentioned above, but certain Estates which preferred to purchase from native dealers packed their sugar in a

similar bag to a Cornsack, but neither so heavy nor so strong, and it is possible that such bags may be those concerning which the question of claims has been made.

7. As regards the sewing of the mouth, the matter has been recently taken up by the Chamber of Agriculture here, who have formally called the attention of each individual Estate Manager in the Colony to pay special attention to this.

8. When the question of packing in single bags was first introduced, it was proved very clearly that the bags were unable to contain more than 80 kilos nett, and it is this quantity which is now bagged.

9. The Committee, therefore, decided to recommend to the Chamber that this letter should be addressed to your Chamber, suggesting that, provided the abovementioned Cornsacks were used and the mouth of the bag well sewn, such packing should be recognised in India as a standard package for Mauritius Sugar, especially looking to the fact that, if Java sugars are sent not only to India but to England in single bags without B/L being annotated, there seems no reason for shipowners annotating B/L for a voyage which at most cannot exceed 12 days.—I have, &c..

HENRY M. BLYTH,
President, Chamber of Commerce.

No. 704 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 19th August 1911.

The BRITISH INDIA STEAM NAVIGATION COMPANY, LD.

DEAR SIRS,—In sending you the attached copy of a letter received from the Mauritius Chamber of Commerce, I am directed to ask whether you will accept, as a standard, the bag referred to in the 5th paragraph; the question of the proper sewing of the mouth to be decided before the bags are taken on board; the weight of the bags not to exceed 80 kilos nett, and Steamship Companies to have the right to test the weight before shipment.

A sample of the bag in question will be obtained from Calcutta and kept in the Chamber's rooms for reference and as a basis for settlement of disputes.—I am, &c.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

Similar letter to :—

German East Africa S. N. Company,
The Bombay & Persia S. N. Company,
Messrs. W. & A. Graham & Co.,
Messrs. Killick, Nixon & Co.,
Messrs. James Finlay & Co.,
Messrs. Turner, Morrison and Co.,
Messrs. Ralli Bros.,
The Mitsui Bussan Kaisha, and
Messrs David Sassoon Co., Ld.

BOMBAY, 22nd August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are in receipt of your favour No. 704 of 1911, dated 19th instant, covering copy of a letter received from the Secretary to the Mauritius Chamber of Commerce in connection with the new method of packing sugar in single bags.

We only act from time to time in the temporary capacity of Agents for Ship-Owners who have fixed their steamers for Mauritius-Bombay sugar cargoes, and unless authorized by such Ship-Owners to do so, we regret we are not in a position to accept the single bag packing as described in your letter under reply, as a standard package for Mauritius sugar.

We are however sending a copy of this correspondence to our London and Glasgow Houses, for distribution amongst the various Ship-Owners, but would point out that the only satisfactory way to effect a settlement of the question is for shippers to obtain Ship-Owners' consent to this method of packing at the time steamers are chartered.—We are, &c.,

W. & A. GRAHAM & Co.

63, ESPLANADE ROAD, FORT,
BOMBAY, 23rd August 1911.,

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We beg to acknowledge receipt of your letter No. 704 of the 19th instant, and of the copy enclosed therein of the letter received from the Mauritius Chamber, for which we thank you.

The proposals stated in your above letter as to the way the question of single bag packing for Mauritius Sugar should be dealt with appear to us quite to the point, and we readily endorse them.

We should add that it would be a decided advantage to the trade were the Steam-ship Companies to insist, as far as possible, on bags with uniform weight, *viz.*, not more and not less than 80 kilos nett.—Yours truly,

per pro. RALLI BROTHERS,
J. N. METAXA.

BOMBAY, 26th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We have still to acknowledge receipt of your No. 704 of the 19th instant, with copy of letter from the Chamber of Commerce in Mauritius.

We have forwarded these by to-day's mail to our Head Office with the request to let us have their opinion in the matter which we will pass on to you on receipt.—Yours faithfully,

A. STRANDES & Co.,
Agents, Deutsche Ost Afrika Linie.

BOMBAY, 26th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are in receipt of your letter No. 704, dated 19th instant, giving cover to copy of a letter received by you from the Mauritius Chamber of Commerce.

We see no objection to the adoption of the standard bag and the mode of packing proposed by the Mauritius Chamber, considering that it is practically identical with the mode of packing sugar in vogue in Java, and it is probable if the packing is well carried out the liners may be willing to accept it for claims accordingly. It seems to us doubtful however whether any ordinary single voyage charter steamer would pay claims upon sugar lost from single bags.—Yours faithfully,

per pro TURNER, MORRISON & CO.,

B. HOPE.

8, FORBES STREET,
BOMBAY, 30th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are in receipt of your letter of 19th instant, and thank you for handing us a copy of the letter which you received from the Mauritius Chamber of Commerce.

We are quite willing to accept as a standard packing the cornsack described in paragraph 5 of the Mauritius Chamber's letter.

We would remind you, however, that there has never been any doubt of its acceptance by importers, the question at issue being its non-recognition as "sufficient packing" by the Steam-ship Agents here, with the exception of the British India. We understand that you have addressed similar letters to the Steam-ship Agents, but we venture to suggest their acceptance of the cornsack as a standard packing should be emphasized by their definitely agreeing to pay claims for shortage upon Sugar so packed. We trust that this point will be made quite clear.—We are, etc.,

DAVID SASSOON & CO., LTD.,
A. G. DOVEY,
Manager.

No. 3558.

BRITISH INDIA STEAM NAVIGATION COMPANY, LD.,

BOMBAY, 4th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—We duly received your No. 704 of 19th ultimo enclosing copy of a letter, dated 19th July, from the Secretary of the Mauritius Chamber of Commerce, and asking whether we will accept as a standard packing the bag referred to in the 5th paragraph of that letter, *viz.* a cornsack known in Calcutta as 38×26½ hd. 8.9 2¾, lbs. for 44×26½ and the weight of contents not to exceed 80 kilos nett.

In reply, we have to state that we are prepared to accept the new packing as a Standard quality and admit claims for torn single bags, provided the bag comes up to the quality stated and direct shipment is made.

There are, however, other points to be considered, such as cases where transhipment of these single bags are concerned under which provision is made in this Company's Bill of Lading, *viz.*—

> "In the event of transhipment the Company will not be responsible for loss of contents of sugar packed in a single bag."

In this connection we cannot accept any liability for loss of sugar in such bags owing to the extra handling involved in transhipment.

Regarding the question of mouth-sewing it is stated by you that "the question of the proper sewing of the mouth of the bags is to be decided before the bags are taken on board;" but this, we regret, is an impossibility for Steam-ship Companies to accept, for the simple reason that bags cannot be carefully examined at time of shipment, so as to decide whether the mouth sewing is up to a certain standard or not, and the only test of this is the result of experience, *i. e.*, the condition on delivery. At present, we do not accept liability for loss of contents in bags which have been burst at the mouth and/or seams, and we are not prepared to admit liability in future consignments.

With regard to hook holes, we regret to note that there is no mention made in the Mauritius letter or your own on this point, and as hooks are used in the Mauritius godowns, as well as while boating the cargo, and, although it may be argued that the dispensing of the hooks in Mauritius is under the control of the ship, the fact nevertheless remains, that the labour conditions at Mauritius are such that the work of loading and stowing steamers could not be carried on, were the use of hooks not permitted.

Under these circumstances, we regret we cannot accept liability for loss of contents in bags which may be burst at the mouths or seams or from bags that are hook-holed or from bags which are subjected to transhipment.—We are, etc.,

MACKINNON MACKENZIE & Co.,
Agents.

No. 705 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 22nd August 1911.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—The question of the packing of Mauritius Sugar in single bags has recently been before my Committee and certain proposals have been put forward by the Mauritius Chamber which are now under consideration.

For purposes of reference and as a basis for settlement of disputes my Committee have decided that a sample of the bag which the Members of the Mauritius Chamber have agreed upon, should be kept in the rooms of this Chamber. This bag is known as a "Cornsack," measuring 44 × 26½ and weighing 2¾ lbs., but the Mauritius Shippers have suggested a bag which shall measure 38 × 26½ with a weight proportionately less and to contain not more than 80 kilos of sugar.

I shall therefore be much obliged if you will kindly send me 6 bags of the variety known as "Cornsacks" and measuring 38 × 26½ and two bags measuring 44 × 26½ and debit this Chamber with the cost of the same.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 1538 of 1911.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 7th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 705, dated 22nd August, in which you ask to be furnished with eight sugar bags. I have now the pleasure to inform you that I have despatched these bags to your address by rail. I have obtained them from one of the local mills, and should any charge be made for them I will send you a memo. in due course.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

APPENDIX S-1.

MAKE-UP OF GREY AND BLEACHED YARN.

BURMA CHAMBER OF COMMERCE,
RANGOON, 18th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to attach hereto copies of regulations recently issued by the Chief Collector of Customs, Burma, having reference to the make-up of Grey and Bleached Yarns and the reductions permissible in the latter.

The enforcement of these regulations will completely disorganize the trade as they prohibit the make-up and reductions which have been customary in this market for the past thirty or forty years, and the necessity for rigidly enforcing the Merchandise Marks Act is not apparent.

To thoroughly appreciate the position it must be borne in mind that this market requires all Bleached two-fold yarns and 30s. and 40s. Grey Yarn to be made up in 5 lb. bundles, and the make-up prescribed by the Act entails a most awkward and unsightly bundle.

Further, as these yarns are sold by the hank, the retailer is unable conveniently to sell less than 20 hanks at a time, whereas formerly he could supply either two or three hanks according to his buyer's requirements.

Importers here quite appreciate that some restriction is necessary regarding the reduction of Bleached Yarns, but suggest that this be limited to 10 per cent., which would permit the importation of the reductions which have been recognized and become a trade custom in this market for so many years, *viz*:—

2/66s. reduced to 2/60s.
2/55s. reduced to 2/50s.
2/44s. reduced to 2/40s.

This Chamber has addressed the Government of Burma on the subject, and the question will no doubt have to be submitted to the Government of India, who will in all probability call for the views of your Chamber, in which event my Committee venture to hope that you will heartily support their representation.

For easy reference, I tabulate below particulars of the make-up and reductions customary in this province and those prescribed by the Merchandise Marks Act.—Yours faithfully,

J. WHITTON,
Secretary.

MAKE-UP OF GREY AND BLEACHED YARNS.

As customary in this Market.		As prescribed by the Merchandise Marks Act.
30s. Grey 15 knots of 10 hanks	...	7½ knots of 20 hanks.
40s. Grey 20 knots of 10 hanks	...	10 knots of 20 hanks.
2/40s. Bleached (reduced 2/44s)	...	reduced 2/42s.
40 knots { 20 knots of 2 hanks / 20 knots of 3 hanks	... ...	5 knots of 20 hanks.
2/50s. Bleached (reduced 2/55)	...	reduced 2/52s.
50 knots { 25 knots of 2 hanks / 25 knots of 3 hanks	... ...	6¼ knots of 20 hanks.
2/60s. Bleached (reduced 2/66s)	...	reduced 2/63s.
60 knots { 30 knots of 2 hanks / 30 knots of 3 hanks	... ...	7½ knots of 20 hanks.

COPY.

No. 5365/5405/3A-12,

CUSTOMS DEPARTMENT,

DATED RANGOON, the 9th July 1909.

Copy of the following forwarded to the Secretary, Burma Chamber of Commerce, for information.

With reference to the orders of the Government of India in paragraph 3 of their letter, the importion of grey and bleached cotton in bundles not made up in accordance with clauses (*c*), (*e*), and (*f*) of instruction 111 at pages 12 and 13 of the Merchandise Marks Act Manual will not be permitted on and after the 1st October 1909.

(Sd.)

Offg. Chief Collector of Customs, Burma.

Government of India, Commerce and Industry Department, letter No. 4088-1, dated the 9th June 1909 (attached).

No. 173/211—13A—6.

Dated the 7th January 1911.

Memorandum.—From the Chief Collector of Customs, Burma. Rangoon.

The Secretary of the Burma Chamber of Commerce and all Yarn Importing Firms are informed, with reference to Government of India Notification No. 1474, dated the 13th November 1891 (pages 11-13 of the Merchandise Marks Act) that :—

(1) One hank of two-fold cotton yarn is regarded as equivalent to two hanks of single yarn.

(2) The count number of two-fold cotton yarn is considered to be half the count number of the single yarn, of which the two-fold yarn is composed, *e. g.*, 2/40s. is considered 40s/2, or count number 20s.

(3) Reduced Cotton Yarn will be passed, provided that they are distinctly marked as reduced, and comply with all the conditions required for the yarn of the lower count number.

(Sd.) A. S. JUDGE,
Chief Collector of Customs, Burma.

No. 4010—3A—6.

Dated Rangoon, the 23rd May 1911.

In order to remove certain misunderstanding as regards the application of para. 3 of this office Circular Memo. No. 173-211-3A-6, dated 7th January 1911, regarding the make-up of cotton yarns, the words "Grey" and "Bleached" should be added, after the word "Reduced" in the first line of this para.

(Sd.) A. S. JUDGE,
Chief Collector of Customs, Burma.

No. 755 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 7th September 1911.

The SECRETARY, BURMA CHAMBER OF COMMERCE,

Rangoon.

DEAR SIR,—In reply to your letter, dated 18th ultimo, enclosing copies of regulations recently issued by the Chief Collector of Customs, Burma, regarding the make-up of Grey and Bleached yarns, I am directed to inform you that, in the event of the question being submitted to this Chamber by the Government of India, my Committee will be pleased to give the matter their best consideration.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

BURMA CHAMBER OF COMMERCE,

RANGOON, 4th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 7th ultimo, promising to take into consideration the question of supporting the action taken by this Chamber in the matter of the make-up of grey and bleached yarns in Burma should the Government of India refer the question to you, contents of which the Committee note with thanks.—I am, etc.,

J. WHITTON,
Secretary.

APPENDIX S-2.

UMPIRES IN PIECE-GOODS DISPUTES.

CHAMBER OF COMMERCE,
MANCHESTER, 4th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In handing you copy of a letter, dated 15th July. from the Bombay Native Piece-goods Association, I am instructed to remark that it is understood here that Umpires in Bombay Arbitrations have always been Europeans selected by a Committee of the Bombay Chamber from amongst their own members. This practice the Manchester Chamber considers should be continued, especially so as it is provided for in many private agreements between Manchester Merchants and Indentors.

I shall be glad to be informed of the tenor of your reply to the Native Piece-Goods Merchants' Association.

I enclose copy of the reply sent to the Association.—I am, etc..

WALTER SPEAKMAN,
Secretary.

NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
BOMBAY, 15th July 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Manchester.

DEAR SIR,—We are desired by our Committee to draw your attention to the dissatisfaction prevailing amongst the members of our Association in the matter of Arbitration of Piece-goods in which the right of Umpireship in case of disagreement between two surveyors has been hitherto confined exclusively to European Merchants. Our Committee fails to see why this right cannot be allowed to Native Merchants as well, who, as ast experience has clearly shown,

are quite capable and competent enough to give correct decisions in such matters. Properly speaking, this right should have been in all fairness recognized long ago, but, at any rate, our Committee thinks that it is now right time that this important point is considered by firms both on your side and ours. In the present days of advancement in the trade between your side and ours this inequality of rights between the two sides of the trading communities cannot evidently be viewed with any degree of justification or fairness. During recent years, Manchester shippers have been coming as time advances in closer contact in their dealings with Bombay Native Merchants than before, and our Committee deems it advisable to now address your Chamber in the hope that a favourable consideration will be given to this subject, seeing that the feeling amongst the members of our Association on this matter is getting more and more acute of late. As a satisfactory solution of this question, our Committee has to suggest that the list of surveyors prepared each time by our Association and recognized by the Bombay Chamber be accepted by the shipping merchants on your side, as the one from which an Umpire may be appointed by the disagreeing surveyors in the same way as a European to whom the matter be referred for final decision. Our Committee hopes that this suggestion will meet with the approval of your Chamber and that a favourable reply will be forthcoming on an early opportunity.—I am, etc.,

JAVERCHAND KALLIANJI,
NARAYENDAS HARIBHAI,
Hony. Joint Secretaries.

MANCHESTER CHAMBER OF COMMERCE,
4th August 1911.

JAVERCHAND KALLIANJI, ESQ.,
NARAYENDAS HARIBHAI, ESQ.,
HON. JOINT SECRETARIES,
BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIRS,—Your letter of the 15th ultimo has been considered by a Committee of this Chamber, and I am instructed to say that it

has been decided to forward a copy thereof to the Bombay Chamber, since usually that Chamber has in hand the more immediate arrangements connected with Surveys.—I am, etc.,

WALTER SPEAKMAN,
Secretary.

No. 726 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Manchester.

DEAR SIR,—I am directed to acknowledge receipt of your letter, dated 4th instant, together with a copy of a letter from the Bombay Native Piece-Goods Merchants' Association, dated 15th July, regarding the appointment of Native Umpires in Piece-goods disputes.

I am to inform you, in reply, that no communication has yet been received by this Chamber from the Association mentioned, but my Committee have no reason for supposing that the members of the Piece-goods Association are dissatisfied with the Awards of European Umpires appointed by this Chamber when surveyors, having differed and being unable to agree on an Umpire, refer the disputes to this office for settlement.

My Committee hope that the reply from your Chamber, dated 4th August, to the Association in question will not bring this Chamber into the controversy, but on the other hand they are glad to note that the Manchester Chamber considers that the practice at present obtaining should be continued. It has, in the opinion of my Committee, worked well over a long period of years and is now fairly well recognized by producers.

My Committee presume in view of the opinion you have expressed that your Chamber will take up a firm attitude in this matter and this my Committee consider the right course to adopt. But if otherwise it will first be necessary for your Chamber to ascertain if Spinners, Manufacturers, Printers, Bleachers, &c., will agree to pay claims awarded by Native Umpires. If not your reply to the Association,

should the question come before you again, might be that the partial recognition of the present system has taken years to establish itself in Lancashire and elsewhere, as between the different parties concerned and that it would be practically impossible to obtain, for any other system, general recognition; and for this reason you are unable to assent to the proposal.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 594.

NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
BOMBAY, 7th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are directed to send to you a copy of letter received by this Association from the Secretary, Manchester Chamber of Commerce. You will be kind enough to let us know what steps your Chamber has taken or wishes to take in the matter. An early reply will oblige.—We are, etc.,

JAVERCHAND KALLIANJI,
NARAYENDAS HARIBHAI,
Hon. Joint Secretaries.

No. 818 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 19th September 1911.

The HON. JOINT SECRETARIES,
BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Seth Mulji Jetha's Cloth Market Hall,
Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter No. 594, dated 7th instant, together with a copy of a letter from the Manchester Chamber of Commerce, in connection with the appointment of Umpires in Piece-Goods disputes.

In reply, I am instructed to state, that, as the Manchester Chamber have advised us that the present system must continue, my Committee have no proposals to make on this subject. It is presumed that the Manchester Chamber have been influenced by the fact that the partial recognition of the present system has taken years to establish itself in Lancashire and elsewhere, as between the different parties concerned, and that it would, therefore, be practically impossible to obtain for any other system general recognition.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 819 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 29th September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Manchester.

DEAR SIR,—In reply to your letter, dated 4th ultimo, enclosing a copy of a letter from the Bombay Native Piece-Goods Merchants' Association, in connection with the appointment of Umpires in Piece-Goods disputes, I am directed to send you herewith a copy of a letter on this subject which the Association referred to has sent in to this Chamber, together with a copy of our reply thereto.—I am, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 22nd September 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In reply to your letter of the 24th August, I enclose for the information of the Bombay Chamber, copy of a letter which by this mail has been addressed to the Bombay Native Piece-Goods Merchants' Association.—I am, etc.,

WALTER SPEAKMAN,
Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 21st September 1911.

JAVERCHAND KALLIANJI, Esq.,
NARAYENDAS HARIBHAI, Esq.,
HONY. JOINT SECRETARIES,
NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIRS,—Your letter of the 15th July has been further considered by the India Committee of the Chamber, after receiving a reply from the Bombay Chamber of Commerce.

It does not appear from your letter that the members of your Association have any occasion to be dissatisfied as to the competence or fairness of the Umpires appointed by the Bombay Chamber of Commerce, and failing objection on that ground, my Board deprecate any alteration of a custom which had worked well for many years and is fully recognized by parties concerned with surveys at this end, whose confidence might be disturbed by any new departure. Moreover, the appointment as Umpire—in case of need—of a member of the Chamber of Commerce is a frequent provision in business agreements between Manchester and Bombay firms. Considerations of expediency and convenience being against any change, my President, on behalf of the Board of Directors, trust that your Committee will agree that it is not desirable to disturb the existing arrangement.—I am, etc.

WALTER SPEAKMAN,
Secretary.

APPENDIX T.

COTTON IMPROVEMENT IN THE BOMBAY PRESIDENCY.

No. A/ 1790 OF 1911.

POONA, 10th March 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to forward herewith 6 copies of a Note regarding cotton improvement in the Bombay Presidency. The Note

fully explains our position. I have sent copies of the Note to the other Chambers of Commerce and Associations representing the Mill Industry and the Cotton trade in the Bombay Presidency and also to the Secretary to the International Federation of Master Cotton Spinners' and Manufacturers' Associations, Manchester, and the Secretary of the British Cotton Growing Association in Manchester.

2. If your Chamber can see its way to take the matter up, I shall be glad to do all in my power to assist.—I have, etc.,

G. KEATINGE,
Director of Agriculture.

DEPARTMENT OF AGRICULTURE, BOMBAY.

Note on Improved and Exotic Cottons in the Bombay Presidency.

The Bombay Agricultural Department has for some years past been working at the improvement of cotton. The primary object of the experiments made is to obtain a variety of cotton which will give the cultivators of any particular tract a larger net profit than they obtain from the cotton which they already grow. This may be done by improving either the quantity or the quality. In some tracts success has been indicated rather in the direction of improving the yield than in improving the quality. This has been so notably in Khandesh, and to some extent, in the Southern Maratha Country, where the introduction of Broach cotton has been successful and has added to the cultivators' profit by increasing the yield (both the gross yield of seed cotton and the ginning percentage of lint). It was believed however that in the more favoured parts of the Presidency there was a good field for profitable improvement in quality; and with this object experiments have been made with exotic cottons, and by cross fertilisation and continued selection of the best indigenous cottons. The work in this connection has now got beyond the experimental stage, and it only remains to be seen whether the belief that there would be a good demand for long stapled cotton will be justified. The following results have been obtained:—

Egyptian cotton.—Of the various kinds of Egyptian cotton tried Mit-affifi is the only one that has given really good results. During recent years samples of Abassi, and Mit-affifi grown in Sind have been

forwarded to three leading Alexandria brokers, who have been unanimous each year in stating that while the Sind-grown Abassi will not grade as Abassi, the Sind-grown Mit-affifi is of a strong useful quality and will grade as "fully good fair" Egyptian brown. In order that it may grade as "fully good fair" Egyptian brown, it must of course be properly cleaned and ginned in a gin intended for Egyptian cotton, and not in one intended for Indian cotton. During the past two seasons it has been impossible to grow Egyptian cotton in Sind, since the Jamrao Canal, the only perennial canal in Sind, has been closed for alterations during the months of March and April when it is necessary to sow Egyptian cotton. In two years' time however, when the Jamrao Canal has been remodelled the question of recommending the cultivators to grow Egyptian cotton will again arise. It will not be possible to advise the cultivators to grow Egyptian cotton unless a fair market price for the produce can be guaranteed. Egyptian cotton requires a longer growing season than Sindhi cotton, needs better cultivation, and gives a somewhat lower yield, probably about 2 maunds less than Sindhi cotton (1 maund = 82 lbs. seed cotton). It is therefore necessary that the price obtained should cover this. When Egyptian cotton was first grown in Sind good prices were obtained, though they probably bore little relation to the true value of the lots sold. The buyers were of two classes—

(1) Millowners from Ahmedabad and Bombay.

(2) Exporters from Karachi and Bombay.

The millowners, several of whom use imported Egyptian cotton, soon stopped coming. They stated that when they bought Egyptian cotton in Alexandria or Liverpool they got a certain grade which was uniform and could be depended on to produce certain counts: whereas for Sind-grown Egyptian they had to send their agents to Sind at an unhealthy time of the year, and the latter not knowing the Sindhi language were at a great disadvantage. To buy any quantity they had to bid for a number of small lots, some dirty, some stained and some good. These they had much difficulty in getting ginned, as the local gins, which are suited only for short-staple cotton had plenty of work of their own. In fact a cotton broker is an essential link between the cultivator and the manufacturer. Indian brokers have no knowledge of Egyptian cotton, and a sample of "fully good fair" Mit-affifi submitted to a leading Bombay exporter was stated

to be "a foreign variety of a bad colour." The exporters always fought shy of Mit-affifi ; and the Indian manufacturers apparently do not want it on account of its colour.

American cotton in Sind.—Various kinds of American Upland cotton have been successfully grown on a fairly large scale in many different parts of Sind. The ordinary cultivation given to Sindhi cotton will suffice for them, and the growing season is shorter than that of Sindhi cotton. American cotton can therefore be grown on ordinary inundation canals wherever Sindhi cotton can be grown, and in addition it can be grown in Upper Sind where at present practically no cotton is grown, and in parts of Lower Sind where the autumn mists are prejudicial to the later maturing Sindhi cotton. It is hardy, but easily affected by *Kalar* (alkali soil). During the past year it produced in many cases as much seed cotton as neighbouring plots of Sindhi cotton ; but it would be safe to take it as yielding on the average about 1 maund (82 lbs.) less seed cotton per acre than Sindhi cotton. As regards quality the following report on samples of American cotton grown in Sind was made by the Chairman of the British Cotton Growing Association to whom they were submitted :—

> "I now have very much pleasure in enclosing report on the different samples of cotton, which are most satisfactory. Cotton of any of these types, if produced in commercial quantities could be readily sold at satisfactory prices in Lancashire and in any quantity. You will notice that the lowest in price, namely Boyd's Prolific, is worth twenty points more than 'middling' American and over $\frac{3}{4}d.$ more than 'Fine Broach.' Quotations for 'middling' American and Fine Broach are given at the bottom of the valuation. As is pointed out by Messrs. Wolstenholme and Holland these are just the quality of cotton required by Lancashire."

LIVERPOOL, 14th February 1910.

"We enclose valuation of samples of cotton grown from American seed in Sind, Mirpurkhas, India, on Government Farm.

"We are pleased to say that the quality is excellent, and very suitable for the English market. As the cotton is ginned, you will know the percentage of outturn if they have gone through your own gin. This is just the cotton required by Lancashire.

(Sd.) Wolstenholme & Holland.

Black Rattler.—"Strict good middling in grade good colour, staple 1 $\frac{3}{16}$ inch, little irregular, fairly strong, value 9·25*d.*" Yield of lint 33·37 per cent.

Peterkin.—"Fully good middling, staple $1\frac{1}{16}$ to $1\frac{1}{8}$ inch, fairly strong, value 8·50*d.* Yield of lint 33·30 per cent.

Griffin Variety.—"Fully good middling, staple 1 $\frac{3}{16}$ inch inclined to be tender, value 11·00 at 11·50*d.*" Lint 30·0 per cent.

Boyd's Prolific.—Strict good middling staple $1\frac{1}{16}$ inch. fairly strong, value 8·40*d.* Yield of lint 31·23 per cent.

Triumph.—"Fully good middling, staple full $1\frac{1}{8}$ inch, rather soft value 8·60 to 8·70*d.*" Yield of lint 35·71 per cent.

Toole Variety.—"Fully good middling, staple $1\frac{1}{8}$ inch, fairly strong, value 8·60*d.*" Yield of lint 33·33 per cent.

Allen's Improved Long Staple.—"Fully good middling, good colour staple fine, rather irregular, inclined to be soft, value 10$\frac{1}{2}$*d* to 11*d.*" Lint 30·56 per cent.

Texas Big Boll.—"Fully good middling, good colour, staple $1\frac{1}{8}$ inch, strong, value 8·60 to 8·70*d.*" Yield of lint 31·25 per cent.

(Sd.) Wolstenholme & Holland.

"*Middling American*"—Value 8·20/100*d.*

"Fine Broach" 7·9/16.

Local buyers in Sind do not care to deal in American cotton, and in some cases the growers mixed their American cotton with Sindhi, and sold it as such. In other cases where it was with difficulty sold as American the price given for it was only Re. 1 to Rs. 2 per maund (82lbs. seed cotton) more than the price paid for the very short stapled Sindhi cotton.

Improved Cottons in Gujarat.—For some years past the work of developing an improved variety of indigenous cotton at Surat has

been in progress, and we can now claim to have evolved several fixed varieties of hybrid cottons with a staple considerably longer than that of the local cotton.

The work of substituting these cottons for the local cotton has now reached a critical stage. In the season 1909-10, 500 acres were sown by cultivators with the Government seed. The crops resulting from this seed yielded very well, and the lint was of a superior quality. The Agricultural Department arranged with a mill-owner to take over the whole produce of the 500 acres at a rate of 5 per cent. in excess of the prevailing rate, and to re-sell the seed to the Agricultural Department for redistribution for sowing.

During the current year about 5,000 acres have been sown with our seed; and we are endeavouring to make arrangements for its sale at a higher price than the local cotton; but this is rendered difficult owing to a combination of the local buyers, who have combined to keep down the price of seed cotton, and who will purchase seed cotton only at a general rate settled amongst themselves. Two difficulties now occur—

(*a*) We cannot go on indefinitely extending our operations of this nature, which are already putting a strain on the Department which has much other work to do.

(*b*) We believe that we are not obtaining for the cultivators the full value for their crop, which is necessary if they are to be induced to take up the new seed keenly.

As regards the question of value, the following table will show the valuations made of two of our improved cottons last year:—

Register No. of cotton.	Valuation in Rs. per candy of 784 lbs. by the Bombay Cotton Trade Association.	Percentage increase in money value.	Report on the spinning properties by the Bombay Millowners' Association.	Percentage increase in spinning value.
Hybrid 1027 A. L. & F.	340	3 p. c.	Creamy white good for spinning 30s. to 32s.	72 p. c.
Ordinary Local Surat cotton (for comparison)	330	...	Very dull in colour good for spinning 16s to 20s.	...

Similary samples from a sub-farm located near Navsari were also sent for valuation with the following results :—

Register No. of cotton.	Valuation in Rs. per candy of 784 lbs. by the Bombay Cotton Trade Association.	Percentage increase in money value.	Report on the spinning properties by the Bombay Millowners' Association.	Percentage increase in spinning value.
Hybrid 1018 P/G	355	4½ p. c.	White and soft good for spinning up to 36s.	20 p. c.
Ordinary local Navsari cotton (for comparison).	240	.....	Good for spinning 30s.	.....

In the case of the Surat grown cottons we see that, although the spinning values of these cottons stood as—

172 : 100

still the money valuations stood as—

103 : 100

while in the case of Navsari grown cottons the spinning values stood as—

120 : 100

and the money valuations as—

104½ : 100

From the remarks in the Millowners' report it will be seen that the money values were not reduced because of some other defect such as bad colour or weakness.

Five bales of cotton were last year sent to Mr. Arno Schmidt, Secretary of the International Federation of Master Cotton Spinners and Manufacturers' Associations. They were valued for him by Messrs. Hoyle and Jackson, Ltd., of Oldham and bought by them.

Copy of letter dated 29th November 1910 from Messrs. Hoyle and Jackson, Ltd., of Oldham to Mr. Arno Schmidt.

"Attached we give you full particulars of the 5 bales you sold us on October 25th, together with the valuation. Of course, an off lot like this is not as valuable as the same cotton in quantity, and we think it will be fair on both sides if you make the invoice out as follows:—

Marks G G & Co.	Gross.	Tare.	Nett.	Nos. on Valuation letter Oct. 26th.	Valuation pence.	Quality.
431	421	18	403	5	7¼	Surat good staple.
432	396	17	379	1	7½	Dharwar.
433	422	13	409	2	7¾	Broach.
434	415	11	404	3	7½	Broach.
435	415	13	402	4	7¼	Broach.

Middling American quotation on 26th October ... 7·88

October futures on October 26th ... 7·70

Fine Broach on October 26th ... 7½*d*.

Another English firm to whom they were submitted made the following remarks about them:—

Bale mark.

435 would spin up to 20/24.

If mixed with American cotton could be spun up to 30s.

434 Beautiful staple. Could easily be spun up to 20s. twist, 26s. weft.

432 Very clean; about as good as "Good Middling American," perhaps equal to staple Texas.

433 Fully good to fine Broach.

431 Badly ginned. Probably ginned before the cotton was matured.

It may be mentioned that Bale No. 431 was Kumpta cotton grown at Dharwar.

Bale No. 432 was Cambodia cotton grown at Gadag (Dharwar District).

And the remaining three bales were of cotton grown by cultivators near Surat from seed supplied from the Surat Government Farm and were fair samples of the whole.

The remark about bale 432 will be noted ; and it will also be seen that bale No. 433 was valued at $7\frac{3}{4}$ when middling American was quoted at 7·88.

Bale No. 433 was valued at $\frac{1}{4}$d. more than Fine Broach, *i. e.*, $3\frac{1}{8}$ per cent. more ; and Fine Broach (*i. e.* Navsari cotton) is usually valued at 5 per cent. more than cotton grown round Surat. Our cotton grown near Surat should therefore be worth at least 8 per cent. more than ordinary cotton grown near Surat. It is with great difficulty, however, that we can obtain for it in the local market 5 per cent. or even 3 per cent. more.

In addition to the Gujarat cottons, the work of this Department in the Southern Mahratta Country shows that long stapled cotton can be grown in the east of the Dharwar District.—Bale No. 432 mentioned above comes from that tract and cotton grown from newly imported American seed has done well there.

Mr. Arno Schmidt adds to his report the following remark.—"I may say that those to whom I have shown your samples are delighted with what can be produced in India."

The object of the foregoing statement is to show what the Agricultural Department has demonstrated can be grown in the Bombay Presidency in the way of long stapled cottons ; not on a small experimental scale, but on a large scale by cultivators in their own fields. The cultivators take up our seed keenly ; but unless this Department takes steps to secure the resulting seed it is seldom retained and is mixed with other seed, and lost for purposes of cultivation.

We have several large farms which produce seed, and we have hitherto taken steps in many cases to recover the seed of the produce grown from our seed ; but we cannot extend these operations indefinitely ; and have now about reached our limit in making

arrangements for marketing the produce. Good seed can now be made available in large quantities, but if the cultivators are to be induced to keep it pure and to grow it over large tracts to the exclusion of inferior varieties, *it is necessary that they shall obtain the real value of their produce; and shall obtain it without more difficulty than they now have in obtaining the real value of their inferior produce.* To secure this what is required is a buying agency able to state and ready to pay the fair value of the produce, and to arrange its proper ginning, and the retention of the best seed for sowing. This Department will, of course, be glad to assist so far as it can, will always have some seed for distribution, and will arrange to maintain on its farms the standard reached, and confidently hopes to improve on that standard.

Unless, however, the trade find it worth their while to establish such buying agencies for good cotton it will be useless for us to continue on our present lines, and we had better drop our efforts at improving quality and devote ourselves to the question of quantity only. The cultivators of many tracts have in the past deliberately substituted a short stapled cotton for a long stapled one, because it gave more lint, and they found that the buyers cared only for quantity and not for quality; and this process is still going on. It must not be supposed from the above remarks that the cotton trade has been unfriendly to our efforts. On several occasions Bombay Merchants and others have done their best to help us; and on many occasions merchants and millowners have offered to give a good price, or even a fancy price, for the produce of our seed, provided that we would arrange to buy, gin and press it, and send it to them. It is however impossible for the Agricultural Department to undertake these operations on a large scale; and it would not advance matters if we were to do so once in a way on a small scale. The matter requires to be put on a permanent business footing.

In conclusion, it may be stated that on our farms the average yield of seed cotton with ordinary good cultivation is as follows:—

1. Mitaffifi cotton in Sind ... 400 lbs. per acre: ginning percentage 31 to 32.
2. American cotton in Sind ... 500 lbs. per acre: ginning percentage 32 to 33.
3. American cotton in the Southern Mahratta Country 400 lbs. per acre: ginning percentage 30 to 31.

4. Cambodia cotton in the Southern Mahratta Country — 400 lbs. per acre: ginning percentage 36 to 42.

5. Improved cottons in Gujarat. — 500 lbs. per acre: ginning percentage 32 to 33.

Good cultivators obtain about the same yield per acre; and large areas are available for cotton in Sind, Gujarat and the Southern Mahratta Country.

POONA.
1st *March* 1911.

G. KEATINGE,
Director of Agriculture.

A meeting of the Sub-Committees of the Chamber of Commerce, the Cotton Trade Association and the Millowners' Association was held on Monday the 1st May 1911, to consider Mr. Keatinge's note on improved Cotton cultivation in the Bombay Presidency and to discuss the question generally. The following resolutions were passed:—

(1) That every effort should be made to improve indigenous cottons in Western India in preference to spending money endeavouring to produce cotton in quantity from imported seed. This however does not imply that all scientific experiments should be discontinued on Government Farms.

(2) With reference to the difficulties pointed out by the Director in getting "real value" for the improved varieties grown from seed supplied from the Government Farms, we think this arises from the fact that the quantity offered for sale has not, as a rule, been large enough to induce many exporters and Mill Agents to send representatives up specially to the District markets where the cotton was to be sold, and also to the fact that the sales took place in comparatively small up-country markets where buyers are able to combine, and the competition is not so keen as in large markets.

(3) The Scheme, to assist the Agricultural Department, as presented by the Chairman of the meeting, to be placed before Mr. Keatinge for discussion later in the month.

(4) To be explained to Mr. Keatinge that the basis of selling value is not determined in proportion by the increased spinning value as shown in his note on improved and exotic cottons on page 5.

(5) That Mr. Keatinge be invited to meet the members of the three Sub-Committees on Monday, the 15th May, at 3 p.m.

LIST OF MEMBERS PRESENT AT THE MEETING.

Chamber of Commerce.	*Cotton Trade Association.*	*Millowners' Association.*
C. H. Armstrong, Esq.	The Hon'ble Mr. N. S. Glazebrook.	The Hon'ble Sir V. D. Thackersey, Kt.
The Hon'ble Mr. W. L. Graham.	T. D. Moore, Esq.	N. N. Wadia, Esq.
J. N Metaxa, Esq.		The Hon'ble Mr. Fazulbhoy Currimbhoy.
L. Volkart, Esq.		The Hon'ble Mr. Manmohandas Ramjee.
		D. E. Wacha, Esq.

CHAMBER OF COMMERCE,

BOMBAY, 2nd May 1911.

G. KEATINGE, ESQ., I.C.S.,

DIRECTOR OF AGRICULTURE.

Poona.

SIR,—As Chairman of a meeting of Sub-Committees of the Chamber of Commerce, the Cotton Trade Association and the Millowners' Association, which was held yesterday afternoon to consider your note on improved and exotic Cottons in the Bombay Presidency, and to discuss the question generally, I have been asked to advise you of certain resolutions which were passed and of a scheme suggested and approved by the meeting to assist your Department in obtaining fair prices for their improved cottons.

This letter must not be treated as an official communication from the three associations I have named, but merely as an introductory note to pave the way for another meeting to be held later on in the month at which you are invited to be present. The Chairman of the Cotton Trade Association in all probability is leaving India on the 20th, and the date suggested for the meeting is Monday, the 15th, at the Chamber of Commerce Rooms, at 3 p. m., and I shall be glad to hear that you can be in Bombay on that date.

The meeting had before it the reply of the Cotton Trade Association to your note and the conclusions arrived at by the Association were generally approved.

I enclose for your guidance a copy of the Resolutions which were placed on record at the meeting as a preliminary to a discussion with you a fortnight hence. The meeting was absolutely unanimous as regards the first resolution, and with reference to the difficulties referred to in No. 2 the following scheme was approved which on the 15th the joint Committees will be glad to know if Government are prepared to adopt and carry through. The Traders in Bombay are very anxious to give Government some practical help in this matter and feel sure that if a start is made in the direction I now indicate, in the course of a few years there will be not only a much larger production per acre, but improved qualities and staple.

The plan suggested is briefly this:—

(1) That the Bombay Agricultural Department should devote their time and money to scientific cultivation in four centres, the places suggested being Dharwar, Surat, Khandesh, and some district in the Berars.

(2) That in each centre your Department, or in other words the Bombay Government should cultivate or should control the cultivation of 5,000 acres to be sown with specially selected indigenous seeds.

Estimating that the produce of these 20,000 acres will be 8,000 bales or say 2,000 bales of each type—quantities sufficient for the trade to take a real interest in—a fair price for the produce should be obtainable.

(3) That these 20,000 acres should be cultivated on scientific principles and that the trade in Bombay should supply two cotton experts (and perhaps also a cotton specialist) who should during the period of growth be more or less at the disposal of Government travelling from one district to another to see that the cottons are being cultivated as they should be.

(4) That when the time of picking comes on the cotton should be sent to certain specified ginning factories with whom special arrangements will have been made to gin the cotton apart from other supplies, the seed to be held at the disposal of Government.

(5) That as soon as possible after ginning, a full-pressed bale be sent to Bombay to be bid for by the trade and the best offer of the trade to be accepted if it is more than can be obtained in the district of growth.

You will gather from this Scheme that the Joint Committees are of opinion that to attain the end desired the cottons so planted must be under the control of responsible persons from the day they are planted until the day they are delivered to the actual buyers in Bombay. At the meeting it is hoped to hold on the 15th the Joint Committee will be glad to know if Government will agree to work to a plan of this nature and if there are any difficulties to be contended with, the Joint Committee will be glad to discuss them. Incidentally I may mention that if some financial assistance is required to pay, in the first instance, for the ginning and pressing of the cotton and other necessary expenses it will no doubt be forthcoming.

I would again request that this letter be in noway treated as an official one. It is only preliminary to a discussion on definite lines with your good-self and with any other members of your Department you may think advisable to bring with you to Bombay.—Yours truly,

C. H. ARMSTRONG.

POONA, 6th May 1911.

C. H. ARMSTRONG, ESQ.,
CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge with thanks your letter of May 2nd, and to state that, as already intimated by wire, I shall arrange to be present in Bombay on the 15th instant to attend the proposed meeting at the Chamber of Commerce rooms.

2. In the meantime I venture to offer a few remarks on the scheme outlined by you, and would request that they may be regarded merely as personal and tentative views. I merely write them now in order that you may have an opportunity of considering them before the meeting.

3. With reference to Resolution No. (2) passed at the meeting held on May 1st, I quite admit that the quantities of superior cotton that have hitherto been available for sale at any place have not been so large as to attract Mill Agents and exporters; but I would deferentially suggest that the difficulty experienced in obtaining a fair price for the seed cotton lies largely in the fact that Mill Agents and exporters are concerned with lint and not with seed cotton, and that seed cotton is for the most part purchased from the cultivators by the small dalal, who is naturally anxious to make the best bargain that he can for himself and to avoid risks. This aspect of the case seems to have presented itself to your Committee, since I observe that Sections (4) and (5) of the scheme outlined on page 3 of your letter contemplate eliminating the middleman or dalal altogether, and substituting an agency which will buy, gin, bale and despatch to Bombay the cotton, and thus put the cultivator into direct touch with the Mill Agent or exporter.

4. As regards the scheme outlined on pages 2 and 3 of your letter I would point out that Berar is not under the jurisdiction of the Bombay Government: and that any arrangement made with the Bombay Government would have to exclude the Berars. If, however, any suitable arrangement is made for the Bombay Presidency it seems probable that the administration of the Central Provinces would be glad to come to a similar arrangement with regard to Berar.

5. As regards para. (2) of the scheme I think that it would be very difficult for Government to cultivate 20,000 acres of cotton, or anything like this. It would involve (allowing for rotation) the acquiring or hiring of 40,000 acres in large blocks, and this would be a difficult matter; and I am very doubtful how far cultivation of this nature by a Government Department could be made a financial success. It would be much simpler to "control" the cultivation by finding good cultivators, who had clean land, and were willing to sow selected seed, and follow our instructions generally in the matter of cultivation. I think that this could be managed on a considerable scale, and would probably be as far as it would be found profitable to go in the control of a large area of cultivation; but it would, I fear, fall short of the opinion expressed on page 3 of your letter that "cottons so planted must be under the control of responsible persons from the day that they are planted, &c."

6. As regards the marketing of the cotton (paras. 4 and 5 of the scheme), this is an important matter. If the cultivators can get enhanced price for good produce there will be comparatively little difficulty in getting a large area of good cotton sown by good cultivators. It must be realized however that the purchase and handling of cotton from the area contemplated will mean a lot of labour. It must be remembered that cultivators do not like to wait for their money, but are accustomed to get advance made against the crop. No doubt the cotton experts, which it is suggested the Cotton Trade shall provide, would take part in the work as well as in supervising the cultivation ; but it is the local dalal who best understands how to deal with the cultivators. It is certainly for the Cotton Trade to say how they would wish the marketing done ; and it might be possible to eliminate the local dalal when dealing with an area of even 20,000 acres ; but if the scheme is to extend and be permanent, I should have thought that it would be more in accordance with existing facts for the cotton trade to establish local buying agencies and to make use of the services of the best local dalals that they can find, controlling the whole by their cotton experts.

7. In offering these tentative remarks I hope that it will not be thought that I have any wish to be obstructive. I shall be very glad to discuss the matter on the 15th instant, and this Department will welcome the co-operation of the Cotton Trade of the nature which is now generously suggested.—I have, etc.,

G. KEATINGE.
Director of Agriculture.

No. 4539 OF 1911.

Dated Poona, the 30th August 1911.

C. H. ARMSTRONG, ESQ.,
CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the understanding come to at the Committee meeting consisting of members representing—

The Bombay Chamber of Commerce.

The Cotton Trade Association, and

The Millowners' Association,

held in Bombay on the 15th May last at which the officers of the Agricultural Department attended, I have the honour to submit the following brief progress report.

162,418 lbs. of improved cotton seed were distributed in the following groups of villages:—

I—Athwa group.
II—Bhestan „
III—Rander „
IV—Sayan „
V—Bardoli „

in the neighbourhood of Surat, and it is estimated that 10,866 acres have been sown with this cotton of which 10,366 acres have been checked by this Department.

The crop everywhere is now very well established and is making good progress, although the total rainfall up to date is only about half the average. In fact, the moderate rainfall has been favourable to cotton, because there has been practically no necessity for re-sowings which is such a common feature of cotton cultivation in these parts.—I have, etc.,

T. F. MAIN,
Deputy Director of Agriculture.

No. 753 of 1911.

Chamber of Commerce,

Bombay, 7th September 1911.

T. Foster Main, Esq.,

Deputy Director of Agriculture,

Poona.

Sir,

I have the honour to acknowledge receipt of your letter No. 4539, dated 30th ultimo, regarding the improvement of Cotton Cultivation in this Presidency, and to convey the thanks of my Committee for the interesting progress report contained therein.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. A. 6633 of 1911.

POONA, 11th September 1911.

[redacted]RETARY, CHAMBER OF COMMERCE,

Bombay.

[redacted]n reference to the meeting which was held in May last [redacted] of the Chamber of Commerce, Bombay, under the [redacted]ip of the Hon'ble Mr. Armstrong, at which I met re-[redacted]tatives of the Chamber of Commerce, the Cotton Trade Association and the Millowners' Association, and the question of improved cottons in Gujerat was discussed, I have the honour to state as follows :—

2. It was then decided that, if the Agricultural Department could put out enough seed of improved cottons to guarantee at least 2,000 bales of cotton, a syndicate would be formed which would undertake to buy the seed cotton at a price 5% in excess of the current rate for locally grown Surat cotton ; the Agricultural Department undertaking to supervise the cultivation and see that the proper seed was used.

3. In accordance with this undertaking, the Agricultural Department distributed a large amount of seed of the improved varieties in the neighbourhood of Surat, informing the cultivators that they could guarantee them a rate for the cotton 5% in excess of the rate at selling time current for local cotton, and an area of over 10,000 acres has been sown exclusively with this seed.

4. The Department also detailed six fieldmen to supervise the work, and to see that there was no mixture of seed or resowing with other seed : and these fieldmen report that the seed was sown pure, and that the crop in these 10,000 acres is grown exclusively from our seed, with the exception of a few fields where cotton was cultivated last year, and where sown few of the plants from last year's roots have again grown up. These fields are, however, known, and the cotton from them will be kept separate from the re[redacted]

5. I am glad to say that, in spite of the fact that the [redacted] only about half the average, the crop is well established an[redacted] to be a good one. If one more fall of rain occurs, it is like[redacted] very good. At any rate it is expected that there will be no d[redacted] in obtaining from the area sown with our seed, cotton in [redacted] of the 2,000 bales stipulated for.

6. It will be realised that, though we have told the people that arrangements will be made to purchase their cotton at 5% over current local rates, we have no guarantee from them that they will sell the cotton to no one else. It would have made the cultivators suspicious to insist on such a condition, to enforce which would, moreover, have been impossible. The cultivators are, however, anxious to obtain this extra rate, and wish to dispose of their cotton on the terms agreed, and it is not anticipated that there will be any difficulty in so obtaining it. It is stated, however, that some of the dealers who last year purchased cotton grown from our seed obtained good profits on it, and may this year compete for the crop.

7. Meantime forward transactions in cotton are commencing in the neighbourhood of Surat; and some of the poorer cultivators who have sown our seed are asking for advances against their crop. It is estimated that about 20% of cultivators may require such advances, and that each cultivator requiring an advance will expect about 10 or 20% of the expected value of his crop.

8. Taking the value of the 2,000 bales at about Rs. 3½ lakhs, this means that a sum up to about Rs. 15,000 is now required for advances.

9. I therefore have the honour to suggest that the Syndicate should now take action and appoint an agent at Surat with authority to make advances to the cultivators requiring them, on the ordinary terms and with the ordinary guarantees, so that the cultivators in need of ready money may not make advance contracts with other people for the disposal of their seed cotton.

10. I may add that the Agricultural Department will be glad to assist in any way possible the agent whom the Syndicate may appoint; but the advances must be made by a business agent on ordinary business terms, and cannot be undertaken by this Department.—I have, etc.,

G. KEATINGE,
Director of Agriculture.

No. 833 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 5th October 1911.

G. F. KEATINGE, Esq., I.C.S.,
DIRECTOR OF AGRICULTURE, BOMBAY,
Poona.

SIR,—I am directed to acknowledge receipt of your letter No. 6633, dated 11th ultimo, regarding the improvement of cotton cultivation, and to state in reply that, while the Special Committee, which was formed for the purpose of discussing this question with you, are prepared to hold to the agreement that a Syndicate will take the cotton when it is ready, at a price 5 per cent. in excess of the current rate for locally grown Surat cotton, they submit that the question of advances was not discussed.

With rates generally declining, the difficulty at present is to buy the cotton at current prices. However, the Hon'ble Sir Vithaldas D. Thackersey is communicating with his agent in Surat, and the New Mofussil Company have been asked to do likewise, with a view to finding out what can be done in this matter.

The Special Committee will meet again on the 17th instant and will report progress in due course.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. A/7650 of 1911.

POONA, 20th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge your No. 833 of 5th instant, and to request that you will be so good as to let me know the result of the Meeting of the Special Committee held on the 17th instant.—I have, etc.,

G. F. KEATINGE,
Director of Agriculture.

No. 878 OF 1911.

CHAMBER OF COMMERCE,

BOMBAY, 26th October 1911.

G. F. KEATINGE, ESQ., I.C.S.,

DIRECTOR OF AGRICULTURE, BOMBAY,

Poona.

SIR,—In continuation of my letter, dated 5th instant, I have the honour to inform you that a Syndicate has now been formed and is composed of the following gentlemen:—

The Hon'ble Mr. H. R. Greaves,
The Hon'ble Sir Vithaldas D. Thackersey, Kt.,
The Hon'ble Mr. Fazulbhoy Currimbhoy,
Mr. N. N. Wadia.

This Syndicate is prepared to make advances to the cultivators to the extent of Rs. 20,000 if necessary, and has appointed the New Mofussil Company's Agent to act on behalf of the Syndicate.

I am to request that an Agent may be named by the Agricultural Department, who will arrange a meeting with the Syndicate's Agent on the spot, and so get into touch with the cultivators who require the advances.

I am also to request that any further correspondence that may be necessary on this subject, may be addressed to the Syndicate direct but for convenience sake, the undersigned will act as intermediary and will receive and pass on any letters that may be sent from your Department in this connection.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary

No. C/410 OF 1911.

NADIAD, 29th November 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to your letter No. 878, dated 26th October 1911, I would be much obliged if you would forward the enclosed letter to the Secretary of the Cotton Syndicate.

2. You will remember that at the time of the Meeting between certain members of the Cotton Trade and this Department, which was held on the 15th May last, Mr. Keatinge promised to send 200 notices giving general information about cotton grown from Departmental seed in different parts of the Presidency, and the proposals for the marketing of the same. This I shall do very shortly, but as regards Guzerat, the information will consist of a reproduction of paras. 2 to 6 inclusive of the present enclosure.—I have, etc.,

T. F. MAIN,
Deputy Director of Agriculture.

No. C/411 OF 1911.

NADIAD, 29th November 1911.

The SECRETARY OF THE COTTON SYNDICATE,
C/o CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of this office No. 4539, dated 30th August 1911, I have the honour to submit a second progress report upon the condition of the cotton crop in the neighbourhood of Surat which has been raised from the seed supplied by this Department.

2. The revised figures show that an area of 11,451 acres has been sown. This area is distributed over 5 groups of villages as stated below :—

Name of Taluka.	Name of village group.	Area sown in acres.	Remarks.
Chhorasi ...	Athwa ...	2,341—2	
Do. ...	Bhestan ..	1,854—19½	About 500 acres should be deducted from the total area owing to inaccessibility, etc.
Olpad	Rander ...	2,756	
Do. ...	Sayan ...	2,645—19	
Bardoli ...	Bardoli ...	1,854—23¼	

3. The crop is now flowering, and in some places boll formation has commenced, *e. g.*, the Bardoli and Bhestan groups were sown rather earlier than the other groups and hence picking will commence in these groups first.

4. At the end of August, when submitting the first report, the condition of the crop was most satisfactory, but the deficient late rains in September and the exceptional heat of October told heavily on the lighter classes of soil. Moreover, since the middle of November there has been continuous cloudy weather, and this has caused many flowers and buds to drop off.

5. The following estimates of yield have now been drawn up :—

Name of Village group.	Area in acres.	Estimated yield of kapas in lbs. per acre.	Total estimated yield of kapas in lbs.
Athwa	1,000	275	.....
Bhestan	1,855	275	12,95,250
Bardoli	1,855	275	.....
Athwa	1,341	200	.....
Rander	2,756	200	13,48,400
Sayan	2,645	200	.....
Grand Total ...	11,451	...	26,43,650

If we assume the Kapas will give a ginning percentage of one-third, then there will be 8,81,216 lbs. of cotton or 2,203 bales.

6. In addition to the areas mentioned above, about 1,000 acres have been sown with our improved seed in Gaikwari villages adjoining the village groups mentioned above, and it is understood that the Baroda Department of Agriculture is exercising a similar control over this area. The yield is roughly estimated at 275 lbs. of Kapas per acre or approximately 230 bales of cotton.

7. In conclusion, I have to invite reference to the Chamber of Commerce, No. 878, dated 26th October 1911, to the address of Mr. Keatinge and to say that it would greatly facilitate matters if arrangements could now be made for issuing advances to certain cultivators who are in need of the same. It is understood that the Agent of the New Mofussil Company has not yet received instructions to put this system into operation. On the other hand cultivators are now being freely approached and tempted to sell their Kapas to their old customers. It will therefore be apparent that early action n this respect is now necessary.—I have, etc.,

T. F. MAIN,
Deputy Director of Agriculture.

No. 989 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 5th December 1911.

G. KEATINGE, ESQ., I. C. S.,
DIRECTOR OF AGRICULTURE,
Poona.

SIR,—I am directed by the Syndicate to inform you with reference to your letter No. C/410, dated 29th ultimo, that arrangements have now been made for the New Mofussil Company's Agent in Surat to advance to the cultivators, on behalf of the Syndicate, such sums as may be required for the purchase of the Kapas which is guaranteed by the Agricultural Department.

The Syndicate will be obliged if you will kindly arrange with your representative to instruct such of the ryots as wish to sell their Kapas and receive advances, to make personal application to the Agent of the New Mofussil Company in Surat, when the business will be carried through at the market rate of the day *plus* 5 per cent., and the cash advances made.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX U.

IMPORTATION OF DANGEROUS PLANTS.

No. 9643.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 22nd October 1910.

Insect Pests.

Proposal to control the import of plants, grafts, seeds and the like so as to prevent the introduction into this country of insect pests and fungoid diseases.

Letter* to the Inspector General of Agriculture in India, No. 7244, dated 16th July 1908.

Letter† from the Inspector General of Agriculture in India, No. C.-2269, dated 22nd June 1909.

Letter† to the Inspector General of Agriculture in India, No. 6533, dated 6th July 1909.

Letter from the Government of India, Department of Revenue and Agriculture (Agriculture), No. 17–141-2, dated 22nd September 1910 :—

"I am directed to forward copies of a pamphlet containing correspondence regarding a proposal to control the import of plants, grafts, seeds and the like so as to prevent the introduction into this country of insect pests and fungoid diseases.

"2. The Government of India as at present advised are of opinion that some measure of control is desirable to protect the staple agricultural products of India from danger arising from the importation of insect pests and fungoid diseases with foreign plants, I am accordingly to request that the Government of India may be favoured with the opinion of the Governor in Council on the

* Printed with the pamphlet.

† Not printed.

advisability of issuing under section 19 of the Sea Customs Act, 1878 (VIII of 1878), a notification on the lines of the schedule of dangerous plants which forms an enclosure to the letter from the Director, Agricultural Research Institute, Pusa, No. 106,‡ dated the 9th July 1910, appended to the printed pamphlet forwarded herewith. It is suggested that the individuals and bodies noted in the margin might suitably be consulted in the matter."

1. Provincial Directors of Agriculture.
2. Provincial Economic Botanists.
3. Officers in charge of important Botanical Gardens.
4. Customs Authorities
5. Chambers of Commerce.
6. Leading representatives of tea, coffee and fruits industries.

RESOLUTION.—Copies of the letter from the Government of India and its accompaniment should be forwarded to the Commissioner in Sind and the Director of Agriculture for favour of opinion on the proposal made by the Government of India, after consulting the officers and individuals mentioned at items 2, 3 and 6 in the margin of paragraph 2 of their letter.

2. Copies of the letter from the Government of India should also be forwarded to the Commissioner of Customs, Salt, Opium and Abkari, the Chambers of Commerce, Bombay and Karachi, and the Indian Merchants' Chamber and Bureau, Bombay, for the favour of their opinion on the Government of India's proposals.

P. B. HAIGH,
Acting Under Secretary to Government.

To

The Commissioner in Sind,
The Commissioner, N. D.,
The Commissioner, C. D.,
The Commissioner, S. D.,
The Commissioner of Customs, Salt, Opium and Abkari,
The Director of Agriculture,
The Collector of Customs, Bombay,
} With copies of the pamphlet.
Tne Chief Collector of Customs in Sind,
The Chambers of Commerce, Bombay and Karachi,
The Indian Merchants' Chamber and Bureau, Bombay,
} By letter.
The Inspector General of Agriculture in India (by letter).

‡ Printed as an accompaniment to this Resolution.

No. A-8211 of 16th November 1910.

Copy forwarded with compliments to the Secretary, Bombay Chamber of Commerce, Bombay, with a request that he will be so good as to obtain and forward the opinion of his Committee on the proposed rules so far as the import trade of Bombay in fruit and potatoes is concerned.

YASHVANT NILKANTH,
for Director of Agriculture.

No. 106, dated the 9th July 1910.

ACCOMPANIMENT TO GOVERNMENT RESOLUTION, REVENUE DEPARTMENT, No. 9643, DATED 22ND OCTOBER 1910.

From—The Director, Agricultural Research Institute, Pusa;

To—The Inspector General of Agriculture in India.

With reference to your letter No. 25, dated 5th July 1910, I have the honour to forward herewith two copies of a combined schedule of dangerous plants the importation of which into India should be controlled.

Schedule of Dangerous Plants.

I.—All living plants, parts of plants, cuttings, roots, scions, grafts, buds, or any other living part, *excepting only seeds, and fruits intended for consumption,* of the following plants are admitted subject only to fumigation with Hydrocyanic Acid :—

Tea, rubber (ceara, para, ficus, or any other kind), citrus (orange, lime, lemon, shaddock, sweet lime and all other varieties), mango, lichi, apple, pear, plum, peach, apricot, guava, grape-vine, date, palms (all kinds), figs. pomegranates, indigo, cotton.

Coffee except from the the New World (including South America and the West Indies) which is limited to importations made by the Department of Agriculture under such precautionary measures as it may deem necessary.

II.—The imports of the following plants or parts of plants are absolutely prohibited except under the conditions mentioned under each.

(*a*) Potatoes, whether for planting or consumption, from Great Britain, Italy, Germany, Scandinavia, France and Austro-Hungary, unless accompanied by —

(1) A certificate from the consignor stating fully in what country and district of that country the potatoes were grown, and guaranteeing that "*warty disease*" was not known to exist on the farms where the potatoes were grown, and

(2) A certificate from an officer of the Board or Ministry of Agriculture or other similar Government Department of that country, to the effect that "*warty disease*" (black scab, cauliflower disease or canker), caused by *Chrysophlyctis endobiotica*, Schilb., has not been declared to exist in that district.

(*b*) Sugarcane for planting, from any country, without a license from the Department of Agriculture in India, which will not be granted unless supported by a certificate, signed by a competent authority (who will be in most cases an officer of the Agricultural Department of the country of origin) that it is free from root disease (any form), pine-apple disease (*Thielaviopsis ethacetícus*) 'Sereh" and cane gummosis.

(*c*) Flax seed, except under a license from the Department of Agriculture which must be provided to the Collector of Customs by the consignee. This license will be granted on the Department satisfying itself that the seed has been obtained through well-known and reliable seed merchants and has been guaranteed free from dodder.

(*d*) Cotton-seed, for whatever purpose, is admitted only subject to fumigation with Carbon-bisulphide.

No. 56 of 1911.

CHAMBER OF COMMERCE,

BOMBAY, 20th January 1911.

The DIRECTOR OF AGRICULTURE, BOMBAY,

Poona.

SIR,—I am directed to acknowledge your letter No. A/8211, dated the 16th November 1910, together with a Resolution regarding certain proposed rules referring to the importation of fruit and potatoes into Bombay.

My Committee have carefully considered the subject, and they believe the measures suggested by Government to control the import of the above articles will tend to prevent the introduction into this country of dangerous insect pests and fungoid diseases. They therefore strongly approve of the proposed rules as being a step in the right direction.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX V.

VISIT OF THE HON'BLE MR. W. H. CLARK TO BOMBAY.

The Hon'ble Mr. W. H. Clark, C.M.G., Member for Commerce and Industry, met the Committee of the Bombay Chamber of Commerce, informally, on Wednesday, 1st November 1911. In opening the proceedings the Chairman, the Hon'ble Mr. C. H. Armstrong, first welcomed Mr. Clark and after touching on the importance of the trade of Bombay he then referred to the Reclamation Works at Mazagon-Sewri and to the New Docks which he hoped might be opened about the end of 1913. He mentioned that the Grain Depôt at Mazagon will probably be ready at the same time, but that it was not likely the Cotton Trade would be able to move until the latter half of 1918. He emphasised the necessity and the great importance of these two works, and gave detailed figures of the cost of the undertakings and of the financial position of the Port Trust. He then referred to the Nagda-Muttra Railway, and urged the extension of the line to Aligarh which would make the distance to Bombay 815 miles as against 901 miles by the shortest route at present. He urged that this short extension should be built by one of the Railways serving Bombay, and was unable to understand the position taken up by the Railway Board in this matter. He pointed out the importance of the Northern India markets and regretted that Bombay was hampered in various ways in her trade in these districts. He then referred to the Bills now before the Imperial

Legislative Council, *viz.*, the Life Assurance Companies and the Provident Insurance Societies Bills, and the White Phosphorus Matches Prohibition Bill.

As regards the first he mentioned that, although the Committee has not yet formally decided, a Sub-Committee has reported that in their opinion the investment of Life Assurance Funds by Companies in this country should be regulated and that where a Company is doing other business all such investments should be made separately from other investments. The Committee also considered that a percentage of the Life Assurance Funds of all Companies working in India held against policies issued and remaining in force in India should be invested in Indian Securities held in this country and that Government should obtain power to get possession of these in case of need.

On the Provident Fund Bill he stated the same Committee has reported that the limitation amount for exemption in section 3 should be reduced in every instance by one-half.

As regards the White Phosphorus Prohibition Bill he mentioned that the Committee of the Chamber were not convinced of its necessity, and he urged that Government should not deal with the matter until the most up-to-date information has been obtained. He deprecated joining the Berne Convention on sentimental grounds before full inquiry had been made and pointed out that the evidence so far before the Committee was to the effect that, at any rate in Europe, the conditions of manufacture had immensely improved in recent years, presumably as a result of the Convention. If so the need for a Bill of this kind was not very clear, for, he contended there could be no great difficulty in controlling the manufacture of matches in this country. He mentioned that the draft Bill has not yet been sent to the Chamber for report, and that although the Chamber has instituted inquiries already in Europe and elsewhere it was very doubtful if they would be able to report in time for legislation during the coming Session. He thought that on the information so far at the disposal of the Chamber, and bearing in mind how useful these matches are to the labouring and agricultural classes in this country, the best course would be to drop the Bill and to approach the question from another point of view.

He then referred to the question now under discussion affecting the Banking system of Companies registered under the Indian Companies

Act of 1882, and pointed out how difficult it would be to formulate a workable scheme in this connection. He urged however that Government should take up the question of public accountancy and pointed out that, although in England it is not compulsory for the accounts of Joint Stock Companies to be audited by Chartered accountants, it might later on be advisable to so legislate for this country At present however the number of qualified accountants in India was very limited and he urged that Government should take steps to deal with this question in which they would always have the hearty support of the Commercial Community. He then referred very briefly to the question of a gold currency in this country, and he also touched upon the questions of a lower scale of charges for foreign telegrams and to the inconvenience now experienced by the extinguishing of the Turkish lights in the Red Sea.

The Hon'ble Mr. Clark, in reply, thanked the Chairman and the Committee for the kind welcome which they had given him, and stated it was now very nearly a year since he first met the Committee, a day or two after his landing in Bombay, and he was very glad to find that whereas in November of last year, a cloud of depression overhung the principal industry of their city, they were now meeting in times when there were good prospects of prosperity before them. Turning to the points specially mentioned by the Chairman, he said that he had been immensely interested in visiting, with Mr. Armstrong and the Chairman of the Port Trust, the reclamation works at Mazagon-Sewri and the New Docks, neither of which he had had the opportunity of seeing on his former visit. As regards the railway arrangements in connection with the new docks, the Railway Department were most anxious to facilitate a satisfactory settlement between the different parties concerned, with a view to the provision of the best possible railway facilities in the interests of the Port. He had discussed the whole matter with Sir Trevedyn Wynne, who would shortly be in Bombay for a few days for the express purpose of investigating this question, and he proposed to go into it again with him after his visit. As regards the question of extending the Nagda-Muttra Railway to Aligarh, he had examined the Chamber's contentions very carefully, and, he hoped, sympathetically, but he could not disregard the difficulties which stood in the way. He reminded the Committee that a branch line from Biana to Agra had now been included in the railway programme and he thought that

further consideration of the suggested extension might at any rate be postponed until this branch had been completed and the effect on the carriage of goods to Bombay ascertained. In the meantime he suggested that the Chamber had hardly made out their case. Their argument was that trade which should normally come to Bombay was being diverted to Calcutta. Could they, however, supply him with any definite information on the point, as, for instance, figures showing that cotton from the districts round Chandhausi was being sent in any large quantities for export *via* Calcutta? It was hardly possible for Government to take action which would upset the hitherto accepted delimitation of the spheres of the railways running East and West, *i.e.*, that the country East of the Jumna fell within the sphere of the East Indian Railway, unless they had a very strong case before them.

In regard to the Insurance Bills now before the Legislative Council, Mr. Clark said that he had been much interested in the suggestions made by the Chamber of Commerce, and he had no doubt now that the Bills had been published for observation, that the Department of Commerce and Industry would receive them in due course, in written form, through the Government of Bombay when they will be carefully examined. The most important of these suggestions was the proposed restriction of the area of investment of Life Assurance Companies—a point which had been discussed by Mr. Robertson on behalf of the Commerce and Industry Department (as some members of the Committee were probably aware) early in last year, with some of the gentlemen specially interested in insurance at Bombay. Opinion was then divided on the subject. He recognised that there was a great deal to be said for the proposal, and, while Government had not included it in the Bill, as recently introduced mainly because they were afraid of placing undue restrictions on Companies run on proper lines, they would be very glad, in light of what had been placed before him, to consider the matter afresh. There would be ample opportunity for investigation before the Bill came on in Committee at Calcutta.

In regard to what Mr. Armstrong had said on the White Phosphorus Matches Prohibition Bill, he trusted, that the Chamber would be in a position to give their views, before the end of the year, as he could

not hold out any hope that its consideration would be postponed, instead of being taken in the coming session of the Legislative Council.

As concerns the question of Banks, he fully endorsed what had fallen from the Chairman as to the difficulty of dealing with abuses in this connection. He agreed that for the present the soundest remedy was to improve the standard of auditing in India. He had already taken up this question in connection with the proposed revision of the Indian Companies law—and also the question of actuaries in connection with the Insurance Bills—and had discussed it with his Hon'ble Colleague in the Education Department. He had great hopes that they would soon be able to formulate a scheme.

In conclusion Mr. Clark expressed the great pleasure which it had given him to meet the Committee of the Chamber and to have this opportunity of discussing important matters with them.

APPENDIX W.

MALARIA IN BOMBAY.

No. 4164 OF 1911.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10th July 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith a copy of the report by Dr. Charles A. Bentley, M. B., D. P. H., on the investigation into the causes of malaria in Bombay, and the measures necessary for its control, together with a copy of this Government Resolution thereon No. 4125, dated 6th July 1911.—I have, etc.,

L. ROBERTSON,
Secretary to Government.

Malaria—

Report by Dr. Bentley on the investigation into the causes of malaria in Bombay and the measures necessary for its control.

GENERAL DEPARTMENT.

No. 4125.

BOMBAY CASTLE,

6th July 1911.

Letter from the Chairman, Malaria Investigation Committee, dated 16th June 1911:—

"I have the honour, on behalf of the Malaria Committee, to forward a report submitted by Dr. Bentley on the causes and preventibility of malaria in Bombay. We would point out in forwarding the report that, while the report shows the condition of the city to be in many respects most serious, it also gives good ground for believing in the possibility of effective remedial action. The figures given by Dr. Bentley in paragraphs 66 and 67 show the appalling prevalence of the disease, especially among children, in several parts of the town, while the annual pecuniary loss of 13 lakhs, which he calculates the disease to cause to the city, is only an indication of the suffering that is inflicted. On the other hand, Dr. Bentley makes it clear that the Island of Bombay is not naturally very malarious. He points out that there is no connection between the disease and climatic causes, while many of the natural conditions are favourable for dealing with the disease. It is the highly developed southern portion of the Island which is stricken with malaria, and every outbreak that has occurred, whether in Mazagon, Malabar Hill, the New Docks or in the Fort Division, has been traceable to some clear and eradicable source. In view of the large works of development which are inevitable in Bombay, it is reassuring to know that such large works do not necessarily cause outbreaks of malaria. Various works have been completed without any outbreak, and even at the new docks, where the work is popularly supposed to have caused the severe epidemic of 1908, Dr. Bentley shows that this outbreak only occurred three years after the commencement of the undertaking. Dr. Bentley's conclusions may, we think, be accepted that such outbreaks are inevitable only when a permanent source of infection exists in the neighbourhood.

Para. 136.

Para. 68.

Para. 208.

Paras. 383, 384.

Para. 126.

"2. The artificial nature of the hold of malaria is further established by the case of the Parsi community. As Dr. Bentley points out, this community is much above the average in their general standard of living, in education, and in their readiness to take advantage of medical advice. They are, morever, not so liable to be affected by a rise in the prices of necessary food stuffs, the effect of which is so immediate in increasing malaria. Yet this community suffers, as Dr. Bentley's figures show, far more than any other from malaria. If it could be imagined that this was due to any racial susceptibility, this would be disproved by the fact that in D. Ward the Parsis do not suffer more than the other races. Moreover, in the wards in which they are chiefly affected, other races suffer, though not to the same extent, yet very severely and far more than in other wards. That the incidence of the disease coincides with the presence of a large number of wells—many of them inside houses—cannot be said to be accidental. The figures in Dr. Bentley's paragraph 167 show that 75 per cent. of the breeding places of the most dangerous anopheles mosquito were to be found in these wells and cisterns and it must be taken that these wells and cisterns are the chief local cause of infection.

Para. 74. Para. 222. Para. 76.

"3. The necessity for early action appears obvious. The state of the southern portion of the Island is already serious, and important works are in progress or in contemplation, the proximity of which to permanent sources of infection may always cause another epidemic. Moreover, the development of the northern portion of the Island is rapidly progressing. There is a constant stream of migration towards it from the southern portion, and improved means of communication, also involving the means of spreading the disease, are being provided. Dr. Bentley declares, and we think proves, that the eradication of the disease is possible, but the difficulties of the task will clearly be greatly increased by further delay.

Para. 433

"4. It cannot be said that measures taken in the past have been such as to be really effectual. Although the Corporation began to move in the matter in 1902, practically no good was done till 1909, and the epidemic of 1908 was particularly severe. Since 1909 some improvement has been caused by the action taken near the docks, and the reduction in the spleen rate quoted by Dr. Bentley in his paragraph 293 shows the beneficial results of this action. The

Municipality have greatly improved the condition of the Bhandarwada Reservoir and are taking similar action at Malabar Hill. The Health Department have also devoted a large amount of attention to the destruction of mosquito larvæ and have reported a large number of wells to the Standing Committee for action. The measures taken, however, by the Standing Committee are necessarily slow, and the Health Officer's quarterly reports indicate that the rate at which wells are dealt with is not so rapid as to prevent the spread of the disease.

"5. It appears to us to be clear that more energetic and systematized action is necessary if any real good is to be done, and if the money already spent is not to be regarded as wasted. Dr. Bentley shows what the result of such action has been in different parts of the world, in many of which the conditions, both of climate and administration are far less favourable than those found in Bombay. It will hardly be maintained that action which has proved entirely successful with the backward populations of South American cities or in petty islands of the West Indies cannot be applied in Bombay. It seems clear that some legislative power must be taken to ensure the entire prevention of the disease. It is however, in the first place useless to enact sanitary clauses to which a penalty is attached, unless they will be given effect to by the magistrates, and the figures given by Dr. Bentley show how extremely lenient is the standard of magisterial action in Bombay. It seems further necessary to insert some provision to prevent the breeding of malaria bearing insects and to render wilful carelessness in this direction punishable. Such powers must doubtless be exercised with great discretion, but if they have not been found oppressive elsewhere, it cannot be supposed that they will be found so in a city such as Bombay where opportunities for appeal, and public complaint are so readily available. In a matter of this kind we think it clear that the initiative must come from Government. We agree further with Dr Bentley that the Municipal Commissioner should be given further power under the very important section 381 of the Municipal Act At present he can only move the Standing Committee to take action and such action is inevitably so delayed as to lose much of its effect. The Standing Committee, only sees the wells reported upon at long intervals, and even when they have passed an order for closing a well, there is no means for doing so, except through magisterial process, which is exceedingly slow.

Paras. 342 to 354.

Paras. 336, 337.

Para. 340.

Para. 333.

"6. In many cases objections have been raised on religious grounds to the entire closing of wells: and in others, such as those of wells situated in gardens and compounds, the water of the wells may be beneficially used for various purposes, though the wells themselves are liable to become breeding places for mosquitoes. It is in wells such as these that fish of the species mentioned in paragaraphs 189 to 193 of the report can be employed, and especially the kazari fish. These fish have not, we believe, been tried sufficiently in many of the Bombay wells, nor for sufficiently long a period, to enable the degree of pollution and of want of air which they can survive in interior wells to be stated with confidence; and it is probable that in wells into which rubbish is thrown or finds its way, they are of little use in keeping down mosquito larvæ. But in many wells their presence has been found beneficial, and we consider that an effort should be made to extend the use of this cheap and innocuous method of dealing with the existing evil. We consider therefore that wells should be divided by the Health Department of the Municipality into the following classes:—

(1) Those within or close to houses which are found to be polluted with sewage, or whose conditions render their successful stocking with fish impracticable. These should be, if possible, filled up, or if not filled up, covered with a covering of concrete and masonry impervious to air.

(2) Similar wells, which are genuinely and regularly used for religious purposes. These should be covered with a concrete cover with a trap-door of gauze covering, through which water may be drawn. These wells should be licensed, and the license should be withdrawable by the Commissioner in the event of the trap-door being found not to be mosquito proof, or to be left constantly open. The license should be renewable on a payment of Rs. 5, but in the event of a second withdrawal being necessary, the well should be subject to closing on the order of the Commissioner.

(3) Wells inside or in the vicinity of houses in which anopheles larvæ are discovered. The owners of these should be required (*a*) either to fill up or cover hermetically such wells, or in cases in which the water is required for use for religious purposes, to cover with a double gauze cover. In the latter case a

license would be issued, and would be withdrawable as in the case of class (2) above, and would be re-issuable only on payment, or (*b*) to clean them and stock them with fish which would in the first instance be supplied by the Municipality. These wells would be subject to constant inspection, fortnightly or, if necessary, weekly. They would be licensed by the Commissioner, without the payment of any fee, and in cases in which the well was found not to be kept clear from rubbish, or in which the stock of fish had died out or become insufficient, as proved by the presence of anopheles larvæ, the license would be withdrawn by the Commissioner and would only be re-issuable on the payment of a fee of Rs. 5. Although the amount of inspection involved in these proposals would necessarily be large and constant, we consider that there is no reason why it should be in any way inquisitorial ; and the annoyance often caused by such visits, however inoffensively conducted, could be prevented by having them on a fixed day for each locality, so that owners could be present and could satisfy themselves of the fairness of the method in which the inspection was carried out.

"7. We consider that in this way full respect would be payable to religious prejudices without allowing these prejudices to develop, through facilities permitted for mosquito breeding, into a danger, not merely to the persons holding them, but to their neighbours. The opinions of well known Parsi priests quoted by Dr. Bentley in his paragraphs 395-396 show that there is no reason why wells should not be kept in a sanitary condition without interfering with any religious belief. The system of licensing is well understood, and a potentially dangerous well would be licensed just as, for example, an oil engine, which may possibly prove a danger to its neighbours, is at present licensed. Such a license would be issued without payment and would be withdrawable with due notice in cases in which the well was not kept in a sanitary condition.

"8. Undoubtedly the best way of dealing with really badly infected wells is to fill them up entirely. We believe that the objection to doing so is often based on the expensive nature of the work. We consider that the Corporation would be spending money most usefully towards the prevention of malaria if they agreed to contribute half of the cost, provided that the wells were filled in within a specified date after its being condemned.

"9. The amendments that would be necessary in the Municipal Act to permit of the measures suggested in paragraph 6 above would be—

(*a*) The amendment of section 381 to permit the Commissioner to require wells to be licensed, or to require the well to be filled up or cleansed, an appeal to lie to the Standing Committee, only in the case of wells ordered to be filled up or hermetically covered.

(*b*) To allow the Commissioner, where the well has been ordered to be filled up or hermetically covered, and the appeal, if any, against the order has been rejected by the Standing Committee and the order is not obeyed, to enter upon the premises and carry out the necessary work, the expenses being recovered from the owner, just as the expenses of drainage work may be recovered under section 260 of the Act.

"10. There remains the question of establishment. We agree with Dr. Bentley in thinking that a full-time establishment would alone really be effectual at least until the amount of malaria is very greatly reduced. There is no doubt a large and efficient staff in the Health Department, but they have extremely onerous and varied duties of their own, and they cannot be expected to give more than general attention to the prevention of malaria. Moreover, we are impressed with the small extent to which blood examination and other tests, which are invaluable in detecting the extent of malaria, have been carried out in the past, and we think that the best way of insuring organized work both of prevention and investigation in Bombay would be to attach a Special Assistant for this purpose to the Executive Health Officer.

"We think that the establishment could be arranged on the lines suggested by Dr. Bentley in his paragraphs 373 to 376; but the additional expense to the Municipality would be greatly reduced by the utilization of the existing anti-malarial staff employed by the Municipality and by their concentration in the worst infected areas, such as Dhobi Talao and Fort North. Moreover, the plague establishment, which is fully worked during a few months of the year only, would be engaged during the rains on anti-malarial work. We feel that the staff would work in a more systematic and

methodical manner when concentrated under one officer than as at present when distributed among the different Deputy Health Officers.

Paras, 428 to 430.

"11. The increased distribution of quinine in a palatable form as recommended by Dr. Bentley, we regard as an useful auxiliary, and we think that it should be adopted at the Municipal dispensaries. As a remedial measure, however, it should be regarded as altogether subordinate to the necessity for preventive work.

"12. Finally we venture to consider that Dr. Bentley, who has now left Bombay, has submitted a most valuable report; and we think that it should be freely distributed to the Press and among the reading men of the various communities in Bombay."

RESOLUTION.—The Governor in Council has read with great interest the report submitted by Dr. Bentley, which contains the results of the investigation initiated by Government in 1908, and conducted by him from May 1909 to April 1911. The report has been prepared with marked ability and painstaking thoroughness. It presents a complete account of the conditions that govern the prevalence of malaria in the City of Bombay, and of the measures that are necessary for its eradication.

2. The investigations were conducted under the control of a Committee constituted as follows:—

the Municipal Commissioner for the City of Bombay,
a member representing the Bombay Port Trust,
the Chairman, City of Bombay Improvement Trust,
the General Traffic Manager, G. I. P. Railway Company,
the Chief Medical Officer, B. B. & C. I. Railway Company,

The total cost amounted to Rs. 41,662, which was shared as follows:—

	Rs.
Government	32,662
The Bombay Municipality	4,000
The Port Trustees	4,000
The B. B. & C. I. Railway Company ...	1,000

The Governor in Council desires to congratulate Dr. Bentley upon the satisfactory completion of his labours and the thanks of Government should be conveyed to him. His Excellency in Council also desires to express his appreciation of the services rendered by the members of the Committee and by all the gentlemen, both official and non-official, mentioned in the preface to the report. The Government of the United States of America should also be addressed with reference to the assistance rendered by Colonel Gorgas of their Sanitary Service.

3. The report is based on the principle that malaria infection from man to man is carried by certain species of mosquito and that if these species could be prevented from breeding, malaria as an endemic disease, capable of becoming epidemic in favourable circumstances, would disappear. This principle is now generally accepted in dealing with sanitation under Eastern conditions, and it has been applied with unvarying success in many parts of the East wherever natural facilities were favourable.† There is no reason to suppose that equal success would not attend sustained and well directed effort in Bombay. It is the earnest hope of the Governor in Council that as a result of this investigation the scourge of malaria may cease in Bombay, and it is his intention to do all in his power to further effort directed to attain this end.

Neocellia stephensi | *Myzomyia listoni.*
Myzomyia culicifalies | *Nyssorhynchus fuliginosis.*

†Some results taken from Chapter VII of Part III of the report are quoted in the Appendix to this Resolution.

4. It is clearly shown that malaria in Bombay is due to internal infection and that outside infection may be disregarded. The disease is endemic and at intervals, when conditions favour a spread, it becomes widely epidemic. The facts concerning the endemicity of malaria may be briefly summarized—the south of the island is more infected than the north, and of the former subdivison the worst infected areas are comprised within the Esplanade, North Fort, Mandvi and Dhobi Talao sections of the town. Taking the population by race or caste, it is found that malaria is comparatively more prevalent among the Parsis than among any other community. In support of this fact Dr. Bentley cites the higher

percentage of enlarged spleens among Parsi children and the general low vitality of the race as indicated by their failure to show a natural increase, no great excess of births over deaths taking place amongst them from year to year.

5. The rate of mortality directly due to malaria is comparatively speaking small, but the amount of ill-health caused by this disease is enormous and gravely affects the economic efficiency of the population. At a very conservative estimate Dr. Bentley puts the direct loss in wage-earning capacity alone at ten and a half lakhs of rupees a year, and if indirect losses be included, it may be said that a sum of twenty-nine lakhs of rupees represents the annual cost to the city. It fortunately appears clear that at a comparatively insignificant expenditure malaria can be easily controlled, and this cause of disease and economic loss can be eradicated.

6. By far the most dangerous carrier of malaria infection in Bombay is the mosquito known as *Neocellia stephensi*. Its most common breeding grounds are open wells situated within the precincts of domestic houses in those parts of the city that show the greatest malaria infection, but it is so adaptable that it will breed in cisterns, fountains, masonry and other tanks, tubs, barrels, tin pots and other minor collections of water and in open pools of water. Larvæ have been found in wells of clear water in daily use, and in the deep reservoir of clear water on Malabar Hill. This mosquito can breed in salt or brackish water.

7. The conclusions that have been reached regarding public measures of malaria prevention for Bombay are as follows :—

(1) The measures should be directed against all mosquitoes, but the suppression or reduction of the species of anopheles that carry the disease must first be aimed at.

(2) The measures must be so contrived and directed as to bring about not merely a mitigation of the disease but the eradication of autochthonous malaria from the city.

(3) The more rapidly the measures are carried into effect the greater will be the certainty of their complete success

(4) The main sources of infection are at present localized; but, failing effective measures, they may spread throughout the island.

8. The responsibility for carrying into operation these measures devolves upon the Municipal Corporation of Bombay, and the Governor in Council trusts that the Corporation will address itself to the task with energy and carry through the operations to success without delay. He has no doubt that the Corporation will meet with the willing co-operation of all classes of citizens now that careful investigation has shown what is necessary. The large public bodies, such as the Port Trust, the Improvement Trust, and the two great railway administrations have already shown their willingness to co-operate, and they will no doubt undertake the necessary measures within the areas subject to their jurisdiction. The Corporation should be informed that Government will give steady support to their endeavours.

9. In the first place it will be necessary for the Corporation to consider the proposals contained in paragraph 459 of the report which are as follows: –

(1) to decide whether the measures shall be taken against all mosquitoe or be directed specially against those responsible for malaria;

(2) to vote sufficient money for the purpose;

(3) to sanction the appointment of a Special Assistant to the Executive Health Officer, who can devote his whole time to the direction and supervision of the necessary measures;

(4) to sanction an increase in the existing subordinate staff of the Health Department, so as to allow of the necessary numbers of Inspectors and labourers required for the work;

(5) to obtain adequate legal powers for carrying out the necessary measures.

10. In dealing with mosquito reduction the Governor in Council agrees with Dr. Bentley that measures should in the first instance be first directed to the eradication of the deadly malaria carrier. The organization required for this purpose would be capable of

expansion so as to deal with all mosquitoes. When malaria has been adequately controlled, the Corporation will no doubt turn to the larger question. The complete reduction of mosquitoes has been attended with considerable improvement in public health in all places where it has been carried out, and there is no doubt that similar beneficial results could be achieved in Bombay.

11. Dr. Bentley shows that for an annual expenditure that may vary between two and five lakhs, Bombay could be completely freed from mosquitoes. The cost of measures directed against the malaria carrier alone would not be much more than one lakh annually for the whole of A, B, C, D, and E wards of the city, while the area of the most intense infection (A, B and C wards) could be adequately dealt with for an annual expenditure of Rs. 50,000. These sums do not take into account the staff of the Health Department whose services would be utilized, but provide for a complete new organization. The most dangerous permanent breeding places of the malaria carrier—the house wells in the Fort and Dhobi Talao—could probably be protected by filling in or by providing proper covers for a capital expenditure of Rs. 50,000 and for another Rs. 50,000 one-half of the remaining wells to the south of the Grant Road could be effectively protected. The Governor in Council will be prepared to provide a sum of Rs. 1,00,000 from Provincial revenues and to place it at the disposal of the Corporation to assist them in the campaign as soon as he has received a satisfactory assurance that they will proceed with vigorous measures under proper direction for the eradication of malaria from Bombay.

12. The Governor in Council agrees that for effective working it is necessary that the operations should be under the control of a Special Assistant Health Officer, whose whole time should be devoted to this duty. He commends to the Municipality the proposals made in paragraph 465 on this subject, and the proposals in paragraph 466 on the subject of subordinate staff.

13. Dr. Bentley has fully discussed the important question of the additional legal powers that are required for the success of the proposed campaign. In two respects the law requires to be supplemented, firstly, in order to declare "mosquito breeding" a statutory nuisance; and secondly, in order to invest the Municipal Commissioner with power not only to take action himself for the abatement of such a

nuisance, but to delegate the power to the Executive Health Officer or to a responsible Assistant. A Bill to effect the necessary amendments in the City of Bombay Municipal Act, 1888, will now be drafted It is also suggested that a system of registering and licensing collections of water, such as wells, etc., should form part of the campaign. As indicated above, Government are prepared to make a grant limited to one lakh of rupees to cover the cost of filling in or permanently covering dangerous wells, south of Grant Road, which will thus be effected without cost to the owners. Those persons who may prefer a more uncertain method of protection (*e.g.*, well covers with trap doors, stocking with fish, or both) should be required to take out a license for which a fee would be charged. The Governor in Council desires to be favoured with the opinion of the Corporation on these suggestions for the amendment of the Act which are made in Chapter III of Part III of the Report, and on the proposed system of licenses.

14. While mosquito reduction must constitute the chief measure in malaria prevention in the City, the use of quinine as a prophylactic and curative agent should not be neglected. It has been suggested that quinine might be distributed through the agency of tea-room keepers and small dealers generally in the shape of sugar-coated tablets done up in stoppered phials. This suggestion commends itself to His Excellency in Council, and he has already taken measures to ascertain the cost and other particulars regarding this form of the drug. When the investigations are complete, the results will be communicated to the Corporation.

15. Dr. Bentley suggests that the wealthier members of the various communities of the city should be asked to organize measures for the gratuitous distribution of quinine among the poorer inhabitants in the worst malaria-infected parts of the City. His Excellency in Council commends this suggestion to the charitable citizens of Bombay, and he trusts that the members of the medical profession, belonging to the different communities, will be able to place themselves at the head of a movement designed to carry it out.

16. In conclusion, His Excellency in Council desires to quote with approval the last paragraph of the report, which runs as follows :—

> "Finally it may be urged that the measures that have been suggested should be given close consideration. It is often claimed that not only is Bombay, the wealthiest City of India,

but she is the largest as regards population and the most advanced as regards education and the general enlightenment of her citizens. She possesses local self-government and an up-to-date municipal administration, and her resources per head of the population are far larger than those of any other municipality in India. The problem of malaria prevention in the City is far more easy, as far as natural difficulties are concerned, than that to be faced in many other places; not only can malaria be reduced, but it can be absolutely eradicated from the greater part of Bombay, and the expenditure required is not only well within the means of the city, but would amount to less than a tenth part of the loss occasioned each year by the disease."

L. ROBERTSON,
Secretary to Government.

APPENDIX.

436. *Hongkong.*—The anti-malarial measures adopted in Hongkong appear to have been only partial ones. Dr. Clark, the Medical Officer of Health for Hongkong, gives the following figures regarding the admissions to hospitals from malaria and the mortality from this cause. The improvement recorded is ascribed to the anti-malaria measures that have been adopted in the City:—

Admissions to Hospitals.

Year.	Government Civil Hospital.	Tung Wah Hospital.
1896	516	No record.
1897	450	1,021
1898	344	865
1899	475	780
1900	679	1,220
1901	787	1,294
1902	349	752
1903	347	568
1904	221	433
1905	266	419

The admission of malaria among the Police.

Year.	Total average number of Police.	Total admission of malaria.	Ratio per 1,000.
1896	631	203	301
1897	630	160	254
1898	630	121	192
1899	770	639	310
1900	929	390	419
1901	920	407	442
1902	919	176	191
1903	921	167	181
1904	993	107	107
1905	1,018	127	124

Deaths from Malaria in Hongkong.

Year.	Deaths in the city.	Total in Colony.
1896	290	533
1897	302	554
1898	280	530
1899	218	546
1900	242	555
1901	281	574
1902	189	425
1903	152	300
1904	90	301
1905	87	287

Dr. Clark states regarding these figures :—

"The rapid fall in the number of deaths from malaria within the city during the second quinquenium is gratifying, for it is naturally here that most of the anti-mosquito work has been carried out. . . . "

437. *Rio de Janeiro.*—Mr. M. R. Pestana, the author of "*Comment on assainit un pays,*" gives the following figures as the recorded mortality from malaria at Rio de Janeiro, before the commencement of the anti-mosquito work there:—

1900	...	1,019	deaths from malaria.
1901	...	932	„ „ „
1902	...	1,217	„ „ „

Anti-mosquito measures were commenced in 1903 and the recorded mortality has steadlly diminished since that year.

1903	...	772	deaths from malaria.
1904	...	433	„ „ „
1905	...	295	„ „ „
1906	...	266	„ „ „
1907	...	239	„ „ „

The author adds that owing to the fact that the city possesses many large and modern hospitals, which are greatly resorted to by patients from the interior, many of the deaths from malaria shown as occurring in Rio de Janeiro are of cases that did not contract heir infection in the city.

438. *Havana.*—In the "*Sanidad y Beneficencia*" Dr. J. Le Roy y Cassa gives the following figures which show the mortality from malaria before and after the anti-mosquito measures commenced by Gorgas early in 1901, and continued since then:—

Year.	Total mortality.	Malaria mortality.	Co-efficient of malaria mortality.
1896	11,762	450	1·95
1897	13,135	811	3·46
1898	21,252	1,907	8 00
1899	8,153	909	3 76
1900	6,102	325	1·30
1901	5,720	151	0·55
1902	5,832	77	0·29
1903	5,465	51	0·19
1904	5,583	44	0·16
1905	5,832	32	0·11
1906	6,144	26	0·08
1907	6,708	23	0·08
1908	5,994	19	0·06
1909	5,988	6	0·01

439. *Ismailia.*—The following table gives the record of cases of malaria at Ismailia since 1877 as given by Dr. Pressat. Malaria has disappeared since the introduction of anti-malaria sanitation:—

Years.	Cases.	Years.	Cases.
1877	300	1893	1,750
1878	400	1894	1,000
1879	500	1895	1,350
1880	400	1896	1,150
1881	450	1897	2,089
1882	480	1898	1,545
1883	550	1899	1,545
1884	900	1900	2,284
1885 ...	2,000	1901	1,990
1886	2,300	1902*	1,551
1887	1,800	1905	214
1888	1,400	1904	90
1889	1,450	1905	37
1890	1,900	1906	No fresh cases.
1891	2,590	1907	No fresh cases.
1892	2,050	1008	No malaria contracted in Ismailia.

440. *Panama.*—Since the commencement of work at Panama there has been an extraordinary reduction both in the total amount of sickness and mortality, and that recorded from malaria. Gorgas describing the present conditions, says —

> "Our death-rate for the total population on the Zone has fallen from a maximum of 67·72 per 1,000 in July 1906 to 21·52 in December 1909. The rate for 1905 was 49·94; 1906—48·37; 1907—33 63; 1908—24·83; 1909 -18·19 (per thousand). The death-rate among employès from disease has fallen from a maximum of 62·15 in July 1906 to 10·13 in December 1909."

Referring specially to the results of the special work against malaria, Gorgas says —

> "It has reduced the deaths from malaria in the total population from a maximum of 16·21 per 1,000 in July 1906 to 2·58 per 1,000 in December 1909. Among employès it has reduced the deaths from malaria from a maximum of

* Anti-malaria work was begun in 1902.

"11·59 per 1,000 in November 1906 to 1·23 per 1,000 in December 1909. The admission rate among employés has fallen from a maximum of 12·63 per 1,000 in July 1906 to 1·91 per 1,000 in December 1909. The admission rate per thousand among employés has been as follows:—1904—125; 1905—514; 1906—821; 1907—424; 1908—282; 1909—215."

Mr. J. A. LePrince, C.E.A.M., Chief Sanitary Inspector, Panama Canal Zone, states that —

"From the 31st October 1909 to 1st January 1910, during the period of heaviest rainfall, only 3·26 per cent. of the force (labourers) were hospital malaria cases."

441. *Wilhelmshaven.*—It is recorded that in 1896 during the construction of the harbour at Wilhelmshaven, a fearful epidemic of malaria occurred, which affected both the workmen, the crews belonging to the shipping and the residents in the vicinity. At this time little was known of the possibility of preventing malaria. But during the recent enlargement of the harbour works, special precautions were adopted from the commencement and as a result there has been no outbreak of the disease.

442. The result of the preventive work that has been carried on at Panama and Wilhelmshaven shows that even among aggregation of labourers engaged upon construction work in malarious areas, the adoption of adequate precautions is sufficient to neutralize the risk of epidemic outbreaks of malaria, to which these temporary collections of labourers are specially liable.

No. 615 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 14th July 1911.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 4164 of the 10th instant, and to convey the best thanks of my

Committee for the copy of the Report of Dr. Charles A. Bentley, M.B., D.P.H., on the investigation into the causes of Malaria in Bombay, and the Government Resolution thereon, which accompanied same.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

APPENDIX X.

PUBLIC HOLIDAYS.

No. 834 OF 1911.

CHAMBER OF COMMERCE,
BOMBAY, 6th October 1911.

The SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to remind you that the Committee for fixing the holidays for the year 1912, under the provisions of the Negotiable Instruments Act, should, as stated in the 4th paragraph of your letter No. 4444, dated 23rd December 1902, be appointed by the 15th November, and to request that the usual Notification may be issued in due time. At the same time, I have the honour to solicit the favour of your furnishing the Chamber with a list of public and other holidays fixed by Government for the ensuing year, and also (in due course) with the names of the gentlemen nominated by the Exchange Banks and by the Hon'ble the Chief Justice of His Majesty's High Court of Judicature to serve on this Committee.

I am further to add that the Chairman of the Chamber, the Hon'ble Mr. C. H. Armstrong will represent the Chamber on the Committee in question.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

No. 3320 OF 1911.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 17th October 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to your letter No. 834, dated 6th October 1911, I am directed to state that instructions have been issued for the appointment of a Committee to consider what days in the year 1912 should be recognised as holidays under Section 25 of the Negotiable Instruments Act. The constitution of the Committee will be the same as in the last year. The names of the gentlemen nominated to serve on the Committee by the Exchange Banks, the Indian Merchants' Chamber and Bureau, Bombay, and the Hon'ble the Chief Justice of His Majesty's High Court of Judicature will be communicated to you in due course.

2. I am to request that the Committee may be informed that the Governor in Council has decided that the number of holidays under the Act should be limited to 26 in all. It may therefore be asked to recommend no more than 23 holidays to be notified in addition to the three prescribed by the Act, *viz.*, New Year's Day, Good-Friday and Christmas-Day, and to make its recommendations after careful consideration of the claims of the several communities.

3. A copy of the lists of Hindu, Parsi, Jewish, Jain and Mahomedan holidays occurring during the year 1912 will be supplied to you as soon as the lists are received from the Oriental Translator to Government. The list of sectional holidays will be sent as soon as it is published.—I have, etc.,

R. D. BELL,
Under Secretary to Government.

No. 3463 OF 1911.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 31ST October 1911.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to my letter No. 3320, dated 17th October 1911, I am directed to state, for the information of your Chamber,

that the Indian Merchants' Chamber and Bureau, Bombay, the Exchange Banks and the Hon'ble the Chief Justice of His Majesty's High Court of Judicature have respectively nominated the Hon. Mr. Manmohandas Ramji, Mr. W. J. K. Hegarty of the National Bank of India, and Mr. A. M. Kajiji, Prothonotary and Registrar of His Majesty's High Court, to serve on the Committee appointed for the purpose of considering what days in the year 1912 should be recognized as holidays under section 25 of the Negotiable Instruments Act, 1881. I am to request that the report of the Committee may be submitted to Government by the 13th proximo at the latest.—I have, etc.,

R. D. BELL,
Under Secretary to Government.

No. 919 of 1911.

CHAMBER OF COMMERCE,
BOMBAY, 10th November 1911.

The SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—With reference to your letter No. 3320, dated 17th ultimo, I have the honour to forward herewith, for the consideration of Government, the Report of the Committee appointed to consider what days in 1912 should be recognised as holidays under the Negotiable Instruments Act, 1881.—I have, etc.,

R. E. GREGOR-PEARSE,
Ag. Secretary.

BOMBAY, 10th November 1911.

Report of the Committee appointed by Government for the purpose of considering what days in the year 1912 should be recognized as holidays under Section 25 of the Negotiable Instruments Act.

The Committee met on Wednesday the 8th instant, and, after carefully considering the claims of the various communities, recommend the following :—

1.	Mohurrum ...	1st January ...	Monday ...	2 Days.
	New Year ...	1st and 2nd January.	Monday and Tuesday.	
2.	Maha Shivratri ..	16th February..	Friday ...	1 Day.
3.	Holi	2nd March ...	Saturday ...	1 Day.
4.	Jamshedi Naoroz.	21st March ...	Thursday ...	1 Day.
5.	Ramnavami ..	27th March ...	Wednesday ...	1 Day.
6.	Easter	5th, 6th and 8th April.	Good Friday, Saturday and Monday.	3 Days.
7.	Birthday of His Majesty the King Emperor.		Such day as may be fixed by the Governor General in Council.	1 Day.
8.	Cocoanut Day ..	27th August ...	Tuesday ...	1 Day.
10.	Gokal Ashtami ...	4th September...	Wednesday ...	1 Day.
11.	Parsi New Year..,	11th and 12th September.	Wednesday and Thursday ...	2 Days.
12.	Ganesh-Chaturthi and Samvatsari (Jain).	14th September.	Saturday ...	1 Day.
13.	Pajusan (Bhadarva Sud 5th).	16th September.	Monday ...	1 Day.
14.	Khordadsal ...	17th September.	Tuesday ...	1 Day.
15	Dussera	21st October ...	Monday ...	1 Day.
16.	Divali	8th and 9th November.	Friday and Saturday.	2 Days.
17.	Bakri-id... ...	20th November..	Wednesday ...	1 Day.
18.	Mohurrum ...	20th December..	Friday	1 Day.
19	Christmas ...	24th, 25th and 26th December.	Tuesday, Wednesday and Thursday.	3 Days
20.	New Year ...	31st December.	Tuesday. ...	1 Day.

It will be observed that an additional Mahomedan Holiday, *viz.*, Bakri-id, falling on 20th November has been suggested, and that one of the three Davali Holidays has been deleted.

The Committee desire to point out that they are not recommending a permanent reduction in the number of days allotted to Divali, and that the suggestion is only possible on this occasion, because the third day of Divali falls on a Sunday.

Owing to the number of requests for additional holidays, which are received from the different communities, the Committee are of opinion that the whole question of festivals to be observed as

holidays, should be re-discussed and therefore venture to suggest that the Holiday Committee should meet earlier next year, say in the month of June, and decide for the future what days should be observed as Bank Holidays.

C. H. ARMSTRONG.
W. H. MICHAEL.
J. BEGBIE.
MUNMOHANDAS RAMJEE.
W. J. A. HEGARTY.
A. M. KAJIJI.

No. 3771 OF 1911.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 21st November 1911.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter, dated 10th November 1911, I am directed to forward, for the information of the Chamber, a copy of Government Notification No. 3769, of to-day's date, regarding the public holidays recognized by Government under the Negotiable Instruments Act, 1881, for the year 1912, and to add that orders on the suggestion made in the concluding paragraph of the report of the Holidays Committee for 1912 will be issued separately.—I have, etc.,

R. D. BELL,
Under Secretary to Government.

No. 3769.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 21st November 1911.

Under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the following days to be Public Holidays during the year

1912, in addition to the New Year's Day (1st January), Good Friday (5th April) and Christmas Day (25th December), which are already specified as holidays under the above section :—

New Year	2nd January	Tuesday.
Maha Shivratri	16th February ...	Friday.
Holi	2nd March	Saturday.
Jamshedi Naoroz	21st March	Thursday.
Ramnavami	77th March	Wednesday.
Easter	6th & 8th April ...	Saturday and Monday.
Cocoanut Day	27th August ...	Tuesday.
Gokul Ashtami	4th September ...	Wednesday.
Parsi New Year	11th & 12th Sept. ...	Wednesday and Thursday.
Ganesh Chaturthi and Samvatsari (Jain).	14th September ...	Saturday.
Pajusan (Bhadarva Sud 5th)...	16th September ...	Monday
Khordad Sal	17th September ...	Tuesday.
Dassera	21st October ...	Monday.
Divali	8th and 9th ...	Friday and Saturday.
Bakri—Id.	20th November ...	Wednesday.
Mohurrum	20th December ...	Friday.
Christmas	24th & 26th Dec. ...	Tuesday and Thursday.
New Year	31st December ...	Tuesday.

NOTE—The date which may be fixed hereafter for the celebration of the Birthday of His Majesty the King Emperor will be notified separately in due course.

2. This Notification does not apply to Sind.

By order, etc.,

W. H. LUCAS,

Chief Secretary to Government.

No. 4096 of 1911.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 15th December 1911.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the concluding paragraph of the report of the Holiday Committee for 1912, forwarded with Mr. Gregor-Pearse's letter, dated 10th November 1911, I am directed to request that you will inform Government whether in the opinion of the Commitee it would be desirable to associate with the Holiday Committee for 1913 any representatives from the different Indian communities in order to discuss fully the whole question of the festivals of the various communities which should be observed as Bank Holidays.—I have, etc.

R. D. BELL,
Under Secretary to Government.

No. 79 OF 1912.

CHAMBER OF COMMERCE,
BOMBAY, 22nd January 1912.

The SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 4096, dated 15th ultimo, regarding the Holiday Committee for 1913.

It is suggested that a Special Committee should be formed to advise on the Festivals to be observed as Public Holidays in future and that when these have been decided and approved of by Government the usual Holiday Committee should be appointed to fix the dates. This Special Committee should be representative of the different communities and a Government Representative might also be present at the meeting.

It is felt that Government should, however, decide before the Special Committee meets, whether the question is to be discussed mainly from the point of view of the Banking and Mercantile Communities—as I and the Holiday Committee think it should be—or merely from the point of view of, so far as is possible, recognising each Community irrespective of its trade importance.

The Parsees, it may be pointed out, although numerically small, have certain holidays which would probably be observed by them in any case, and if one of these was not declared a Public Holiday (omitted perhaps to make way for some other Community), it might cause considerable inconvenience in Banking and Mercantile Circles. —I have, etc.,

C. H. ARMSTRONG,
Chairman.

APPENDIX Y.

INFECTIOUS DISEASES.

No. 699 OF 1911.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 1st February 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith for your information a copy of Government Resolution No. 698, dated 1st February 1911, on the subject of the proposed preparation of a single and satisfactory code of regulations under the Indian Ports Act for the prevention of the spread of infectious or contagious disease by means of ships arriving at and departing from India.—I have, etc.,

L. ROBERTSON,
Secretary to Government.

Acts and Regulations.—

Amendment of the Indian Ports Act, 1908, to enable provision to be made for the preparation of a single and satisfactory code of regulations for the prevention of the spread of infectious or contagious disease by means of ships arriving at and departing from India.

No. 698.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 1st February 1911.

Letter from the Government of India, Home Department (Sanitary), No. 2306, dated 13th December 1910:—

"In continuation of the Legislative Department letter No. 3129,* dated the 24th October 1910, I am directed to forward, for the information of the Government of Bombay, a copy of the despatches noted on the margin regarding the amendment of Indian Ports Act, 1908, to enable provision to be made for the preparation of a single and satisfactory code of regulations for the prevention of the spread of infectious or contagious disease by means of ships arriving at and departing from India. The reasons for having practically uniform rules at all ports in India are explained in the despatch addressed to the Secretary of State.

† 1. Despatch to the Secretary of State, No. 5-Sany., dated the 10th March 1910, and enclosure.
† 2. Despatch from the Secretary of State, No. 44-Rev., dated the 24th June 1910, and enclosure No. 1.

"2. I am to enclose also a copy of the draft rules referred to in the correspondence, revised in the light of the remarks made by the Local Government Board. All the Board's suggestions have been adopted, except those relating to the definition of an infected vessel and the measures prescribed for yellow fever. Although article 20 of the Paris Sanitary Convention of 1903 makes no reference to rats dying of plague, the Government of India think it desirable, in view of recent experience and of the knowledge regarding the spread of plague which has been acquired since the date of the Convention, that the definition of an infected ship should include ships on which rats have died of plague, although no cases among human beings

* Cited in Government Resolution No. 5692, dated 14th November 1910.

† Appended to this Resolution.

have actually occurred. They do not anticipate that objections will be taken to this definition by any of the Powers which are parties to the Convention. As regards yellow fever, the Government of India are advised that recent investigations show that the maximum incubation period may be 13 days, that the diagnosis of mild cases is extremely difficult and that infection can be derived from them for three days. As the introduction of yellow fever into India would be disastrous, they think it desirable that no avoidable risks should be taken. They have therefore raised the quarantine period for healthy persons in rule 33 (2) to 17 days. They leave it to the Government of Bombay to fix, as the local conditions of each port may require, the distance from the shore at which vessels infected with yellow fever may be moored. They hope, however, that the distance fixed will in no case be less than a mile.

"3. I am to request that, in anticipation of the Bill to amend the Ports Act passing into law, such additions to and alterations in the draft rules (not affecting the substance) may be made as may be necessary to adopt them to local conditions, and that the new rules may be published for criticism as soon as possible after the Act has been amended. As the rules are to be made subject to the control of the Governor General in Council, I am to ask that copies of them in the form in which it is proposed to issue them, may be forwarded to the Government of India."

RESOLUTION.—The Health Officer of the Port of Bombay should be requested to revise the draft rules framed by the Government of India in consultation with such officers as he may consider it advisable to consult and submit a draft to Government through the Surgeon-General and the Remembrancer of Legal Affairs. In drafting the rules care should be taken that the substance of the draft notification of the Government of India is not affected. As it is desirable, if possible, to have one set of rules for the whole of the Bombay Presidency, including Sind and Aden, the Health Officer of the Port should also consult the Commissioner in Sind and the Political Resident, Aden, on the subject, and report whether this can be done. The report should be submitted with the least possible delay.

L. ROBERTSON,
Secretary to Government.

No. 5 OF 1910.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

CALCUTTA, the 10th March 1910.

To the Right Honourable Viscount Morley of Blackburn, O.M.,
His Majesty's Secretary of State for India.

MY LORD,—We have the honour to refer to the despatch No. 7 (Sanitary), dated the 21st April 1904, with which the Government of Lord Curzon forwarded copies of rules relating to diseases common in India made by maritime local Governments under Section 6, Sub-section (1), clause (*p*), of the Indian Ports Act, 1889 (X of 1889), as amended by the Indian Ports Act, 1901 (III of 1901). Mr. Brodrick was informed in that despatch that it was proposed to consider the question of framing rules for diseases uncommon in India after it had been decided, with reference to Lord George Hamilton's despatch No. 110 (Revenue), dated the 28th June 1900, whether it was possible to adopt uniform sanitary regulations throughout India for the treatment of sea-going vessels.

2. We find that when the despatch of the 28th June 1900 was received, the connection of the question raised in it with the amendment of the Indian Ports Act, 1889, then under consideration, was not noticed, and that the local Governments were consulted in the matter on the assumption that the proposal was to codify the plague regulations only. Consequently, the question of framing a uniform code of sanitary regulations, applicable not only to plague but to other diseases, whether common or uncommon in India, was not considered until the Indian Ports Act had been amended in 1901, and the difficulties, referred to below, in the way of framing such a code under the existing Ports Act and the Epidemic Diseases Act were not realized. It is possible that the proposal made in Lord George Hamilton's despatch of the 28th June 1900 may by this time have been abandoned in consequence of the difficulty of arriving at agreement among the different authorities in the Colonies. But India is so large and is visited by ships of so many different nations that to attain uniformity and simplicity in respect of port regulations in its various provinces is itself a matter of importance. We therefore think that, whatever may have been the fate of the proposal

just referred to, the framing of a uniform code of rules for Indian ports is very desirable, and it is with reference to this question that we now wish to address Your Lordship.

3. Under the law as it stands at present, all dangerous, infectious or contagious diseases occurring on vessels coming to or leaving or being in Indian ports have to be dealt with by means of three separate sets of rules, *viz.*, (1) rules under the Indian Ports Act, 1908 (XV of 1908), for diseases common in India occurring (*a*) on a vessel entering or being in an Indian port, or (*b*) within twelve days of such entry; (2) rules under the Indian Ports Act for diseases uncommon in India (*a*) where a case occurs on a vessel entering or being in an Indian port or within twelve days of such entry, or (*b*) where a vessel enters an Indian port from a port believed to be infected by a disease uncommon in India or has on board a person transhipped from a vessel coming from an infected port or (*c*) where a vessel leaves an Indian port which is infected by a disease uncommon in India; and (3) temporary regulations under the Epidemic Diseases Act, 1897, (III of 1897), for the prevention of plague. It is clear that the use of three sets of rules must give rise to confusion and misunderstanding on the part of the officers who administer them and still more on the part of the Commanders and Doctors of vessels who have to comply with them. We therefore caused our Sanitary Commissioner to draft a set of rules (copy enclosed) which would be applied in the case both of plague and of the diseases other then plague recited in the preamble, and which could be extended in the future to any other diseases which we might notify to be dangerous, infectious or contagious. The draft rules have been carefully examined in consultation with our Sanitary Commissioner, by Lieut.-Colonel Crimmin, Port Health Officer of Bombay, one of the best authorities in India on the practical working of sanitary regulations in ports and have been pronounced to be simple and workable. Since the draft was prepared we have issued separately the portion which relates to sleeping sickness, with some amplifications. Copies of the rules actually published were forwarded with our despatch No. 33-Sanitary, dated the 25th November 1909, and these will be embodied in the draft if

Sub-clauses (*i*) and (*iii*) of section 6 (1) (*p*).

Sub-clauses (*ii*) and (*iii*).
Sub-clauses (*iv*) and (*v*).

Sub-clause (*viii*).

it is decided to promulgate a single set of rules. In accordance with Lord George Hamilton's despatch No. 96 (Revenue), dated the 4th May 1899, the proposed rules have been framed as far as possible with reference to the principles set forth in Sir Richard Thorne's memorandum of the 7th June 1893 on disease prevention in England, but Indian conditions make it necessary that they should differ considerably both in form and in scope from the rules in force in England.

4. There it is possible to deal with endemic diseases, such as scarlet fever, on boardship, just as on land, by requiring, under the ordinary municipal law, notification and disinfection, and to restrict special quarantine measures to cholera, yellow fever and plague, which, besides being rarely imported into England are peculiarly dangerous to life, and at the time the rules were framed were little understood. In India on the other hand, the machinery of notification under the municipal law is imperfect when it exists at all disinfection cannot be carried out without notification, and continuous medical inspection is often impossible. Consequently, it is necessary that the quarantine rules in India should provide for the measures to be taken in the case of diseases common in this country, including cholera and plague, two of the diseases against which special measures are recognized to be necessary in England. The rules proposed do not appear to us to go further than the English practice, as they provide in the case of endemic diseases merely for notification and disinfection and in the case of exotic diseases for such special measures as the present state of knowledge seems to justify.

5. The draft rules therefore appear to us to possess the following advantages :—

(*a*) that they meet all sanitary requirements in India and are substantially in accordance with the priniciples accepted in England;

(*b*) that they will take the place of three distinct sets of rules and will simplify the administration of the law by the officers of the Customs, Port and Health Departments, and its observance by Commanders and Doctors of ships ;

(*c*) that they comply, so far as India is concerned, with the desire of the Secretary of State to have a uniform code of Sanitary regulations to be followed in ports.

We cannot, however, give effect to the rules without amending the law. There are general objections to combining in one notification rules under two different Acts, and, as the Epidemic Diseases Act of 1897, under which port rules in respect of plague have hitherto been framed, must be treated as an emergency Act, there are insuperable objections to making any rules under that Act in conjunction with rules under the Ports Act or any other Act. Also in order to bring Act III of 1897 into operation we must first be satisfied that the conditions referred to in section 2, clause (1), of the Act have been fulfilled, while the rules under the Ports Act must be limited to the narrow and detailed requirements of section 6, sub-section (1), clause (*p*), of the Act and must provide separately for diseases common and for those uncommon in India.

6. We are aware that the present form of the clause just referred to was arrived at after prolonged correspondence between the Government of India and the Secretary of State, but, after a careful consideration of its history, we have come to the conclusion that it was made needlessly detailed in substance and rather confusing in form. Lord George Hamilton noticed that the draft Bill, which was originally submitted with the despatch from the Government of Lord Elgin, No. 33, dated the 29th December 1898, was unnecessarily comprehensive in its terms and asked that in framing rules the Government of India should be guided by Sir Richard Thorne's memorandum already referred to. The intention of his despatch of the 4th May 1899 appears, however, to have been misunderstood and the amendment of the Ports Act carried out in 1901 assumed a form which was not contemplated by the Secretary of State and which went beyond the English law and practice which were suggested as models. The distinction drawn in Sir Richard Thorne's memorandum of 1893 between endemic diseases, which are a matter of internal sanitary administration, and exotic diseases, which are dealt with by special regulations at the ports, though tacitly recognised by the English regulations, is not embodied in the English law. Section 130 of the Public Health Act, as recited in the Local Government Board's Order of the 9th November 1896, is very general in its terms, and empowers the Board from time to time to make, alter and revoke such regulations as it thinks fit with a view to the treatment of persons affected with cholera or any other epidemic, endemic or infectious disease, and to preventing the spread of cholera and such

other diseases, as well on the seas, rivers and waters of the United Kingdom, and on the high seas within three miles of the coasts thereof, as on land. This section is very comprehensive, and it will be observed, with reference to paragraph 2 of Lord George Hamilton's despatch, that it makes express mention of endemic diseases. Our predecessors acted on the Secretary of State's suggestion that Sir Richard Thorne's memorandum, which describes the English policy, and the Local Government Board's regulations which work it out in detail, should be taken as a guide, as though it referred to the Indian Ports Act itself, instead of to the rules to be framed under the Act. The result has been that the Act contains an array of distinctions between diseases common and uncommon in India which is cumbrous and unnecessary and which in the case of plague, have already been rendered nugatory by the spread of the disease. No one would now describe plague as a disease uncommon in India. Yet if we had to deal with it under the Ports Act, and not as we do at present, under the Epidemic Diseases Act, we should have either to declare it to be uncommon, or to abandon all the precautions taken on vessels leaving our ports, since these would be illegal in the case of a disease common in India. The Epidemic Diseases Act is a comprehensive measure, but we consider it very desirable that the Indian Ports Act, 1908, should be framed so as to enable us to issue under it rules for plague which will be in accordance with our international obligations in respect of that disease, and we think it anomalous that effective measures for dealing with plague should still have to be framed under an Act which provides only for temporary regulations. In 1897 plague was believed to be a temporary visitation which would yield to vigorous administration. But the position has now entirely changed and, even if plague disappeared from India, the Paris Sanitary Convention of 1903 would preclude us from withdrawing the plague regulations applying to vessels arriving at or leaving ports, although the law under which they are made clearly contemplates our doing so. For these reasons we are strongly of opinion that section 6, sub-section (1), clause *(p)*, of the Indian Ports Act, 1908, should be repealed, and we ask for Your Lordship's approval to a simpler clause being enacted on the lines of the English law, so as to enable us to introduce a single set of regulations dealing with the dangerous, infectious or contagious diseases referred to in the draft rules which we enclose and any other such

diseases regarding which similar regulations may prove in future to be necessary. If our proposal commends itself to Your Lordship, we shall prepare a draft Bill to be introduced into our Legislative Council.—We have, etc.,

MINTO.
O'M. CREAGH.
H. ADAMSON.
J. O. MILLER.
W. L. HARVEY.
G. FLEETWOOD WILSON.
S. P. SINHA.

No. 44.

INDIA OFFICE, LONDON,
24th June 1910.

REVENUE.

To—HIS EXCELLENCY THE RIGHT HONOURABLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

My Lord,

I have considered in Council the letter from Your Excellency's Government, dated 10th March, No. 5 (Home), on the subject of the measures which you propose to take for the introduction of uniform sanitary regulations throughout India for the treatment of sea-going vessels.

Sany. A., March 1910, Nos. 184—186.

2. I approve your proposal to undertake legislation in amendment of section 6, sub-section (1), clause (*p*), of the Indian Ports Act, 1908, as a preliminary to the introduction of such regulations.

3. With regard to the draft regulations enclosed in your letter, I have thought it advisable to consult the Local Government Board and I forward for your consideration a copy of their letter containing criticisms on those rules.—I have, etc.,

Letter from Local Government Board, dated 26th May 1910, 45903, M. 1910 with four enclosures in original.

MORLEY OF BLACKBURN.

No. 45903-M of 1910.

LOCAL GOVERNMENT BOARD,
WHITEHALL, S. W.
26th May 1910.

(Enclosure No. 1 to India Revenue Despatch No. 44, dated 24th June 1910.)

To

The UNDER SECRETARY OF STATE,
India Office, Whitehall.

SIR,—I am directed by the Local Government Board to advert to your letter of the 13th ultimo (R. & S. 737), transmitting for the Board's observations copy of a communication from the Government of India on the subject of uniform sanitary regulations for India, in respect of the treatment of sea-going vessels.

In reply I am to point out that in the proposed regulation, the definitions of "infected," "suspected" and "healthy" vessels are not in accordance with the Provision of the International Sanitary Convention of Paris, 1903, to which, so far as plague is concerned, the Government of India is a party. It appears to the Board that the definitions in the Paris Convention should, at least as regards plague, be reproduced *verbatim* in the proposed Regulations for India. I am also to point out that Article 20 (5) of the Regulations does not give a sufficiently accurate rendering of the similar provision in article 21 (4) of the Paris Convention. It would be better to follow the words of the official translation of the Conventions, which are :—"Such soiled linen, wearing apparel and articles belonging to the crew and passengers as are," etc. Moreover, the phrase "at the discretion of the Health Officer" in article 20 (6) and in article 22 (5) does not properly reproduce the meaning of the International Convention, the wording of the latter sentence in these sub-articles should rather be "any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected."

Sanv. A., July 1908, No. 214.
" " Feby. 1909, Nos. 23—26.

Under Article 24 (3) the maximum period allowed for deratisation of a ship should be not 48 hours but 24 hours. As regards Articles

24 (4), I am to point out that disinfection of parts of a ship would be a contravention of the International Convention whilst disinfection of articles (belonging to crew or passengers) would be provided for by Article 20 (5) of the Regulations, altered as suggested above. Article 24 (5) infringes the Convention in allowing so long a period of surveilance as ten days, and in dating the beginning of the period of surveilance from the arrival of the ship.

It appears to the Board that the provision in Article 33 (1), under which, when yellow fever is in question, a vessel is to be anchored at sea at least two miles from land, may involve serious inconvenience to shipping, unless all Indian ports are such that a measure of this sort is always readily practicable and would in no instance involve risk to the vessel. There is no generally accepted standard on the subject, but it may be noted that the Second General International Sanitary Convention of the American Republic of 1905 provides, in the case of ships infected with yellow fever, that "the ship shall be moored at least two hundred metres from the inhabited shore."

In Article 33 (2) of the proposed Indian Regulations the quarantine period for healthy persons is given as fourteen days which is unreasonable, in view of the fact that the maximum incubation period of yellow fever in man is six days.

The period prescribed by the Pan-American Convention, above referred to, is six days.

The Regulations contain no provisions prescribing the measures to be adopted as regards healthy ships on which there are rats suffering from plague, or ships on which an unusual mortality among rats has been observed. In so far as this question is concerned, the Board consider that a Regulation should be made on the lines of article 24 of the International Convention of 1903.

The Board also consider that in framing the definitions of "infected," "suspected" and "healthy" ships it would be cumbrous to endeavour to apply these definitions in relation with the numerous diseases, with widely differing incubation periods, dealt with in the Regulations, nor, as regards many of these diseases, does this course appear to be necessary. In this connection, the attention of the Indian Government might be directed to Article 19 of the West Indian Inter-Colonial Sanitary Convention, 1904, the provisions of which are simple and have been found to work satisfactorily.

A copy of that Convention is enclosed, together with copies of the Board's General Orders of the 9th September 1907, relating to cholera, yellow fever and plague, and a copy of the official translation of the Paris Convention of 1903.—I am, etc.,

(Sd.) J. S. DAVY,
Assistant Secretary.

(*Revised Draft Rules.*)

DRAFT NOTIFICATION.

In exercise of the powers conferred by section 6, sub-section (1), clause (*p*), of the Indian Ports Act, 1908, as amended by the Indian Ports Act, the
is pleased to make the following regulations in respect of the following diseases: (1) *Small-pox*, (2) *Chicken-pox*, (3) *Measles*, (4) *Scarlet fever*, (5) *Typhus*, (6) *Plague*, (7) *Cholera*, (8) *Yellow fever*, (9) *Sleeping Sickness and* (10) *Jigger*, occurring on vessels coming to or leaving ports in , or for the time being in port in , and in respect of any death on a vessel not carrying a duly qualified doctor coming to or leaving ports in , or for the time time being in port in

PART I.—DEFINITIONS.

1. In these regulations—

(1) "Health Officer" means any person appointed by the Local Government, either by name or by virtue of his office, to be Health Officer of a port, and includes any officer appointed by the local Government, either by name or by virtue of his office, to perform any of the duties of a Health Officer of a port;

(2) "healthy vessel" means a vessel which, even though coming from an infected port, Paris Convention article 20.

(*a*) has not had on board any death from unknown or suspicious cause, or any patient suffering, or suspected to be suffering, from any of the diseases enumerated in the preamble, either immediately before departure, during the voyage from the last port of call, or on arrival; and,

(*b*) has not, within a period of twelve, or in the case of plague, five days, immediately preceding her arrival, left an infected port or communicated (except orally without contact or by signal) with a vessel which has left an infected port within that period ;

Paris Convention article 20.

(3) "infected vessel" means a vessel which has on board one or more cases of any of the diseases enumerated in the preamble, or on board of which a case of any of those diseases has occurred during the twelve days (in the case of plague seven days) immediately preceding her arrival at a port in British India, or on which rats have died from plague ;

(4) the term "infected," when used with reference to any articles, by notification in the local official Gazette, declared to be infected, with any of the diseases in question;

(5) the term "infected port," when used with reference to a port in British India, means any port which the local Government may, by notification in the local official Gazette, declare to be infected ;

Paris Convention article 20.

(6) "suspected vessel" means a vessel on board of which there has been a case of any of the diseases enumerated in the preamble at the time of departure or during the voyage from the last port of call, but on board of which no fresh case or suspected case of such disease has occurred during the twelve days (in the case of plague seven days) immediately preceding her arrival or on which unusual mortality among rats has been observed, or which has communicated (except orally without contact or by signal) with an infected vessel within the twelve days (in the case of plague seven days) immediately preceding her arrival ;

(7) "master," when used with reference to a vessel, means any person (except a pilot or harbour master) having for the time being charge or control of the vessel ;

(8) "Port Officer" includes any person acting under the authority of the local Government in charge of port discipline.

PART II.—VESSELS ARRIVING AT PORTS IN BRITISH INDIA.

2. The master of every vessel arriving at any port in British India from a port beyond India shall—

(*a*) if the vessel has on board any person suffering or suspected to be suffering from any of the diseases enumerated in the preamble ; or

(*b*) if any case, or suspected case, of any of those diseases has occurred on board within the twelve days immediately preceding the arrival of the vesssel, or if unusual mortality has occurred among rats ; or

(*c*) if the vessel has come from a port infected with yellow fever ; or

(*d*) if the vessel has come from an infected port within twelve days of leaving such port ; or

(*e*) if the vessel has had such communication with an infected vessel or with a vessel from an infected port as might have infected her with any of the diseases in question,

hoist a signal which shall be—

by day Flag L of the Commercial Code, which is a square flag of yellow and black borne quarterly, and

by night three lights, at a height of not less than 20 feet above the hull of the ship, which shall be arranged, at a distance of not less than six feet apart, in the form of an equilateral triangle, and of which the light at the apex of the triangle shall be white and the lights at the ends of the base shall be red,

and shall report every such case or death that may have occurred from any of the causes enumerated above, or in the case of a vessel not carrying a duly qualified doctor any death from any cause, to the pilot or other boarding officer at the earliest opportunity, and shall also comply, on arrival at such place as may be appointed in this behalf by the local Government, with such regulations as may be made by the local Government in regard to—

(*i*) signalling the name of the port from which the vessel has come,

(*ii*) stopping at a particular place,

(*iii*) refraining from communication with the shore, and

(*iv*) taking measures for giving effect to the present regulations.

3. If the vessel be at anchor within port limits when such disease first breaks out or such death occurs, the master shall hoist the signals specified in rule 2.

4. The pilot or other boarding officer shall promptly report the circumstances of the case to the Port Officer, who shall immediately forward any report so made or give notice of any signal hoisted to the Port Health Officer.

5. (1) When any vessel carrying a duly qualified medical man, on board of which no suspicious case of sickness and no unusual mortality among rats has occurred within the twelve days immediately preceding, is within sight of a port in British India, the master may intimate the fact by singal.

(2) Such intimation shall ordinarily be accepted by the Port Officer; and, if so accepted, the Health Officer need not visit the vessel, which may be given pratique at once.

PART III.—BERTHING OF VESSELS.

6. (*a*) If the number of deaths from or cases of the diseases enumerated in the preamble, with the exception of plague and yellow fever, does not exceed two, the vessel will not be prohibited from taking up the usual place of anchorage in the harbour or port, except that she may not enter the docks without the written permission of the Health Officer, and the passengers and crew not suspected of having any of the diseases in question need not (except in the case of pilgrim and emigrant ships) be detained on board pending the inspection of the Health Officer. The master of the vessel shall be responsible that no one of the passengers or crew, except those referred to above, is allowed to leave the vessel before inspection by the Health Officer, and shall prevent the landing of infected bedding, clothes, or other personal effects which he has reasonable cause to consider likely to be infected.

(*b*) If the number of cases or deaths within the previous twelve days has exceeded two, or when from their occurrence on pilgrim or emigrant ships or for other special reasons further precautions may be deemed advisable, the pilot, or in his absence the master, shall

keep hoisted by day or night, as the case may be, the signals prescribed by regulation 3, and shall anchor the vessel in the place appointed for the purpose and shall not allow any of the passengers or crew to leave the vessel until pratique is granted.

7. If a case of yellow fever or of plague or unusual mortality among rats has occurred on board, the vessel shall not take up the usual place of anchorage pending the visit of the Health Officer; in the meanwhile the vessel shall stop at such place as the local Government may by order provide.

8 So long as the signals prescribed by regulation 3 are shown, no *tindal* or other person in charge of, or navigating, any boat shall, without the permission of the Health Officer, attempt to take it alongside such vessel.

PART IV.--INSPECTION OF VESSELS.

9. Whenever the Health Officer receives the notice referred to in regulation 4, he shall without unnecessary delay proceed on board and examine the vessel, and the master shall give him every facility for the examination of the passengers, crew, personal effects, cargo and any part of the ship the Health Officer thinks necessary. The Health Officer may require a declaration on oath from the medical officer (if any) of the vessel or from the master or from both, whether any death or sickness from an unknown or suspicious cause or any case of any of the diseases enumerated in the preamble has occurred on board the vessel either during the voyage or before her departure, and with reference to plague, whether any unusual mortality has been observed among rats. If the Health Officer is satisfied that such deaths as may have occurred were not due to any of the causes enumerated in the preamble, he shall permit the vessel to proceed to anchorage and to discharge passengers and cargo without any further restrictions. If he is not so satisfied, he shall proceed as provided in these regulations. The inspection by the Health Officer will ordinarily take place between sunrise and sunset.

10. As a result of every inspection the Health Officer shall classify the vessel as infected, suspected or healthy.

11. On the completion of the inspection prescribed by regulation 9, such of the passengers and crew as are found to be free from any of the diseases in question and unlikely to carry infection shall be

allowed to land. All baggage, personal effects and cargo, except such articles as the Health Officer is entitled to disinfect, may also be landed.

12. If a case of any of the diseases enumerated in the preamble occurs on any vessel after she has entered dock or has been moored at a wharf, the master shall forthwith cause information thereof to be given to the dock master or superintendent of the wharf, who shall communicate the information to the Health Officer (through the Port Officer) and to the Superintendent of Police, and shall be responsible that the sick person shall be isolated as much as possible, and that free communication with the wharf is stopped until the Health Officer has inspected the vessel.

13. In the case of vessels of the Royal Navy and foreign vessels of war any medical inspection to be made may be carried out by the naval medical officer in the presence of the Health Officer.

PART V.—REMOVAL OF THE SICK.

14. When on inspection the Health Officer considers it necessary, in order to prevent the spread of disease, he shall take the measures indicated in Part VI of these rules, as the case may be.

15. The removal of passengers is not to be enforced in the case of persons bound for an onward port, unless under the clearest necessity; and in every such case a special report explaining the reasons for the action taken must be submitted by the Health Officer to the local Government.

16. The Port Health Officer shall inform the Municipal Health Officer in all cases in which he arranges for the conveyance of a patient to a sanitarium or hospital or other place within municipal limits, and shall furnish the Municipal Health Officer with the address of any private residence to which he permits the removal of a patient.

17. Where small-pox is the disease on account of which the vessel is deemed to be infected, the Health Officer shall offer, without charge, vaccination or revaccination to all persons willing to be operated upon, and shall cause to be vaccinated, if their guardians or those in charge of them consent, all children below 10 years and over 6 months of age who do not bear marks of vaccination or of small-pox. In the case of plague inoculation may similarly be offered, free of charge, to all willing to be inoculated.

PART VI.—MEASURES TO BE TAKEN IN THE CASE OF HEALTHY, INFECTED AND SUSPECTED VESSELS.

18. Vessels classed by the Health Officer after inspection as healthy shall be given free pratique.

PART VI-A.—SMALL-POX, CHICKEN-POX, MEASLES, SCARLET FEVER, TYPHUS AND CHOLERA.

19. In the event of a vessel being classed either as infected or suspected on account of any of the above-mentioned diseases, the Health Officer—

(1) shall not enforce the removal from the vessel of any person or persons bound for an onward port, unless under the clearest necessity as provided for in regulation 15 ;

(2) may arrange for the conveyance of any person suffering or suspected to be suffering from such disease to a sanitarium or hospital, unless the sick person or his friends can make adequate provision elsewhere of which the Health Officer must satisfy himself ;

(3) shall either himself undertake, or direct the master of the vessel to undertake, the destruction or disinfection of all clothing, bedding and other articles of personal use which have been used by any person suffering from any of the above-mentioned diseases, and are, or are likely to have been, soiled with infective matter or to retain infection ;

(4) may, when a vessel with one or more of the above-mentioned diseases on board has passengers or crew in a filthy and unwholesome condition, cause clothing and personal effects of such persons to be disinfected before allowing them to leave the vessel ;

(5) may, in the case of undecked craft, direct the disinfection, or, in special cases, the destruction of food-stuffs which have been exposed to contamination and are considered likely to be infected ;

(6) may direct the disinfection and cleansing of any portion of the vessel that has actually been exposed to contamination or is in a filthy or insanitary condition and may prohibit the discharge of bilge water or water ballast within port limits ;

(7) may, in the case of cholera, direct the master to have the bilges and water tanks emptied and cleaned outside port limits.

PART VI-B.—PLAGUE.

Paris Convention article 21.

20. In the case of infected vessels the following measures shall be taken :—

(1) All persons on board shall be medically examined as prescribed in regulation 9.

(2) All persons suffering from plague shall immediately be disembarked under the directions of the Health Officer and isolated in the camp or hospital, whether ashore or afloat, appointed by the local Government for the purpose.

(3) Other persons shall also be disembarked, if possible, and shall either be kept under observation* during a period which shall not exceed five days dating from the arrival of the ship and which may or may not be allowed by surveillance* of not more than five days' duration, or may, at the discretion of the Health Officer, be subjected to surveillance only during a period which shall not exceed ten days, if the place of destination is free of plague.

(4) The Health Officer may permit such healthy members of the crew as are required to be present on board for the care and safety of the vessel to remain on board, but subject to surveillance. Such persons shall not land, without the permission of the Health Officer, until pratique is given.

(5) Such soiled linen, wearing apparel and articles belonging to the crew and passengers as are, in the opinion of the Health Officer, infected, shall be disinfected.

(6) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.

* "Observation" means isolation either on board the ship or in a sanitary station appointed for the purpose before the grant of pratique. Passengers under "surveillance" are not isolated; they receive pratique at once and are at liberty to proceed to their destinations, but the authorities at those places are informed of their coming and they are subjected to medical examination for such period as may be fixed in these rules.

(7) The rats on board shall be destroyed, either before or after discharge of the cargo, in either case as quickly as possible, and in any case within a maximum time of forty-eight hours in such manner as to avoid damage to merchandise and to the ship's plating and engines. In the case of ships in ballast this process must be carried out, as soon as possible, before embarking cargo.

(8) Passengers arriving by an infected ship are entitled to obtain from the Health Officer a certificate showing the date of their arrival and the measures taken as regards themselves and their baggage. Paris Convention article 33.

21. When the measures prescribed in regulation 20 have been duly taken in respect of any vessel, the Health Officer shall, by written order, grant pratique, provided that, if a case of plague, or of illness suspected to be plague, occurs on board subsequent to the grant of the above certificate, the certificate shall become invalid and the vessel again become subject to the requirements of the regulations regarding infected vessels.

22. In the case of suspected vessels arriving at a healthy port the following measures shall be taken:— Paris Convention article 22.

(1) All persons on board shall be medically examined as prescribed in regulation 9.

(2) The crew and passengers may at the discretion of the Health Officer be subject to surveillance, the duration of which dating from the arrival of the ship shall not exceed five days. The crew may also during that period (or, if the vessel is in port for less than five days, during the time she remains in port) be prevented from leaving the ship, except on duty on such conditions as the Health Officer may consider permissible.

(3) The destruction of rats may be ordered at the discretion of the Health Officer, and, if ordered, shall be carried out in the terms of regulation 20 (7).

(4) All soiled linen, wearing apparel and personal effects of the crew and passengers, which are or are suspected to be infected, shall be disinfected by moist heat at a temperature of not less than 100° C.

(5) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected ; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.

23. When the measures prescribed in regulation 22 and in clauses (1), (5) and (6) of regulation 20 have been taken in respect of any vessel, the Health O . cer shall, by written order, grant pratique.

Paris Convention articles 23-24.

24. In the case of healthy vessels arriving at a healthy port pratique shall ordinarily be given at once as provided for in regulation 18, but the Health Officer may, in his discretion, if special circumstances appear to him to require it, impose any or all of the following measures :—

(1) medical examination as prescribed in regulation 9 ;

(2) disinfection of soiled linen, etc., as prescribed in regulation 20 (5) ;

(3) destruction of rats as prescribed in regulation 20 (7) ; but the process of deratisation must not occupy more than 24 hours ;

(4) he may also subject the passengers and crew to surveillance for a period not exceeding five days from the date of departure from the infected port.

In the case of an otherwise healthy vessel which has cleared from an infected port, or which has had communication with a vessel which has left an infected port, the crew and passengers may be subjected by the Health Officer, in his discretion, to surveillance during a period which shall not exceed five days reckoned from the date of such clearance or communication, whichever is the more recent. The crew may during the same period be prevented from leaving the ship except on duty.

Paris Convention article 29.

25. In exercise of the functions imposed upon him by regulations 9, 10, 20 and 22, the Health Officer shall—

(*a*) attach due importance to the presence on board the vessel of a medical officer and to the provision of apparatus for disinfection by means of saturated steam and for the destruction of rats, and

(*b*) shall take into account the sanitary or insanitary, and roomy or crowded condition of the vessels.

26. If in the case of any vessel making a passing call, the communication with the shore is restricted to the landing of passengers, mails or goods, the Health Officer may, in his discretion, enforce the provisions of regulations 20, 22 or 24, as the case may be, to such extent only as may in his opinion be necessary for the purpose of controlling the actual communication with the shore.

Provided (*a*) that any persons on board the vessel whom the Health Officer has reason to believe to be suffering from plague shall be landed and kept under observation.

Provided also (*b*) that ships from an infected place that have been disinfected and have undergone adequate sanitary measures, shall not, on their arrival in another port, be subjected to these measures a second time if no case has occurred since the disinfection was performed and if they have not called at an infected port. A ship which has merely disembarked passengers and their baggage or mails without having been in communication with the shore, shall not be regarded as having called at the port. Paris Convention article 32.

27. The Health Officer shall, whenever requested, furnish the master, the shipowner or the shipowner's agent with a certificate stating that measures of rat destruction have been carried out and giving the reasons why they were resorted to. Paris Convention article 25.

28. The foregoing regulations shall not prevent the transhipment, under restriction to be imposed by the Health Officer in conformity therewith, of passengers, mails or goods between vessels which have not been granted pratique.

29. If any case of plague occurs among any group of persons who are being kept under observation, the patient shall be isolated or sent to a hospital, and the other persons shall continue to be detained and segregated as aforesaid for a period not exceeding five days from the date on which the group became free from plague. The clothes and effects of the patient and of such persons as have been in contact with the patient shall be disinfected at the discretion of the medical officer in charge.

30. The medical officer in charge of any place appointed for the isolation of any persons under these regulations may, in his discretion, by written order, direct that any person who is kept there under observation shall be allowed to depart and shall be subjected to surveillance.

31. If the system of surveillance to which any person is subjected on shore requires his daily attendance before a medical officer, the Health Officer may, by written order, exempt such person from such attendance on being satisfied that he may be relied upon to send in a prompt report if he should fall sick.

32. Persons subjected to surveillance shall submit to, and comply with, all directions as to medical supervision or otherwise, which may be given by written order of a medical officer appointed by the local Government in this behalf.

PART VI-C.—YELLOW FEVER.

Paris Convention article 182.

33. In the case of vessels which have started from or touched *en route* at a port infected with yellow fever, the following procedure shall be observed:—

(1) The vessel shall be anchored at sea not less than a mile from the land at low water. The visit of the Health Officer shall be made during the day as early as possible.

(2) Any person suffering from yellow fever, if in the first four days of the disease, or if there is any doubt about the duration of the disease, shall be protected from the approach of mosquitoes by means of curtains, and, if possible, the sick should be treated on board for at least four days. All passengers in perfect health (with normal temperature, etc.) may be landed, special precautions being taken to prevent mosquitoes having access to them and shall be kept in quarantine for seventeen days in mosquito-proof houses.

(3) If it is necessary to land the sick, the most minute precautions to prevent mosquitoes reaching them shall be taken including a mosquito-proof cabin on the launch, mosquito-proof ambulances and a mosquito-proof ward in an isolation hospital.

(4) The crew of the vessel should be required to sleep in airy places, preferably on deck, and should be protected by mosquito curtains.

(5) The ship shall be cleared of mosquitoes by the systematic fumigation,* under efficient supervision, of every cabin, store-room, alley-way and hold.

(6) All water in which mosquitoes could breed should be emptied into the sea and all drains flushed by means of a hose. The bilge should be pumped out or oiled. The drinking water tanks should be emptied to get rid of larvæ, fresh water being taken and the tanks completely filled so as to drown any adult mosquitoes which may be present in them.

(7) Provided, if no case of yellow fever has occurred during the voyage, only such of the above measures shall be carried out as are considered by the Port Health Officer necessary in the circumstances of the case.

(8) No ship shall leave the anchorage for the purpose of taking up her berth until the measures described in paragraphs (5) and (6) have been carried out.

PART VI-D.—SLEEPING SICKNESS.

34. In the case of a vessel having on board a person suffering, or suspected to be suffering from sleeping sickness, the person or persons shall not be permitted to land without the specific written permission of the Health Officer.

35. The Health Officer may, pending the receipt of written instructions from the local Goverment, permit the landing of such persons only if arrangements can be made for their strict isolation on shore.

Note.—The Health Officer should make a careful examination for enlargement of the lymphatic glands, particularly those in the triangles of the neck. The pulse rate should also be taken. To confirm the diagnosis gland-juice should be taken and examined for the presence of trypanosomes.

* Sulphurous acid is probably the best gas to use.

PART VI-E.—JIGGER.

36. In the case of a vessel having on board any person or persons suffering from jigger,

(1) the Health Officer shall carefully examine every person on board, and any person or persons found to be suffering may be removed to hospital for treatment ;

(2) the clothes of infected persons shall be disinfected, and the Health Officer may, in his discretion, order the disinfection of the clothes, bedding, etc., of all persons on board ;

(3) any part of the vessel likely to harbour jigger fleas shall be thoroughly washed with a watery solution of kerosine oil emulsion ;

(4) the ballast of such vessel, if of earth or sand, shall not be landed without the permission, in writing, of the Health Officer, who, if he considers it necessary, may order that it shall be discharged into the $\frac{\text{sea}}{\text{river}}$ at such places as shall be appointed for the purpose by the local Government.

PART VII.—GENERAL.

Vessels.

37. The master of any vessel coming under these regulations shall comply with all directions which the Health Officer may consider necessary under the foregoing rules.

38. The master of any vessel who may object to submit to the foregoing regulations may put out to sea again, provided that objection has been taken before there has been any communication, except by signal or through the port authorities, between such vessel and the shore or with any other vessel in port. Goods may be landed from such vessels after precautions have been taken to isolate the ship, crew and passengers and on condition that such information as the Health Officer may require regarding the mortality among rats is duly supplied. Passengers may be disembarked at their own request on condition that they submit to all the measures prescribed by the local authorities.

39. In the event of any vessel putting back to sea the Health Officer shall intimate the fact by telegraph to the next port of call.

Persons.

40. All persons removed to hospital or kept under observation at any place shall obey and conform to the rules, regulations and orders for the time being in force at such hospital or place and shall be liable to pay all such charges for food as for the time being may, under the sanction of the local Government, be made against them.

41. When a suspected case of any infectious disease is removed from a vessel at an Indian port, the Health Officer shall report the confirmation or otherwise of the diagnosis, by telegraph, to the Health Officer of the next port of call if that port is in British India, Ceylon or the Straits Settlements. In other cases a note shall be made on the bill of health stating the nature of the suspected infectious disease and the precautions taken in connection therewith.

Dead Bodies.

42. Disposal shall be as follows:—

(1) If death occurs on board a vessel before entering port limits, the body shall, except there are special reasons to the contrary, be buried at sea in not less than nine fathoms of water, in such manner as shall secure its immediate sinking and remaining below the surface.

(2) If death occurs during the day on board a vessel within port limits the ensign and house flag, if there is one, are to be immediately lowered half-mast and kept in such position from sunrise till sunset as long as the body remains on board. If death occurs between sunset and sunrise, one red light is to be hoisted at the peak, half-mast high.

(3) The master of the vessel shall cause the death of a person on board to be intimated forthwith to the police, either by letter or otherwise, and shall forward to the Port Officer a written report as soon as possible after the occurrence, in which all the circumstances attending the death must be fully detailed.

(4) No dead body shall be removed from a vessel within port limits without the permission of the police, which shall not be given until the Health Officer has certified that the death is not due to an infectious disease. Such

body shall be buried on shore or at sea as may be decided by the Port authorities in consultation with the Health Officer.

43. All disinfection prescribed by these regulations shall be carried out unless otherwise specifically provided for, in the manner prescribed in the Appendix hereto.

PART VIII.—VESSELS LEAVING PORTS IN BRITISH INDIA, DECLARED BY THE PORT BOARD OF HEALTH TO BE INFECTED WITH ANY CONTAGIOUS OR INFECTIOUS DISEASE, FOR PORTS BEYOND INDIA.

44. No vessel shall leave any port in British India for any port beyond India until—

Paris Convention article 46.

(1) all persons sailing by the vessel, whether as passengers or as members of the crew, have been medically examined by the Health Officer :

Paris Convention article 46.

(2) in the case of plague—

(*i*) all persons sailing by the vessel, either as passengers or as members of the crew (except onward bound passengers who have not landed and members of the crew, who have not newly joined, who may be examined on board) have been medically examined by the Health Officer on shore by day as shortly as possible before embarkation ;

Paris Convention article 47.

(*ii*) all merchandise or articles of any sort which the Health Officer may consider to be infected with plague have been disinfected on shore previous to embarkation ;

(*iii*) all clothing, bedding and infected articles belonging to Asiatic and African members of the crew, not being officers, engineers or doctors, to deck and fourth class passengers, and to third class passengers not entitled to cabin accommodation, which the Health Officer may consider to be infected with plague, and if the Health Officer thinks fit so to direct all clothing, bedding and infected articles belonging to passengers of any class higher than the third and of any members of the crew, have been disinfected on shore by day as shortly as possible before being placed on board ;

(3) the Health Officer has given to the master of the vessel a bill of health stating that the medical examination and disinfection prescribed by this regulation have been carried out.

In the case of any disease other than plague the Health Officer may, in his discretion, enforce the provisions of clauses 2 (*ii*) and 2 (*iii*) above.

Provided (*a*) that, if the vessel is only making a call at the British Indian port in question, the medical examination and disinfection prescribed by this regulation shall be made only in the case of persons joining the vessel there and articles belonging to them unless the port is infected and there is communication between the vessel and the shore. The Health Officer shall decide, for the purpose of this proviso, what constitutes communication between the vessel and the shore.

Provided also (*b*) that, in the case of vessels of the Royal Navy and foreign vessels of war, the medical examination prescribed by regulation 44 (1) and (2) may be made by the naval medical officer on board, immediately before the vessel sails, in the presence of the Health Officer. If the Health Officer is satisfied, upon examination on the certificate of such naval medical officer, that all persons sailing by the vessel are free from any disease, he shall countersign the certificate or issue a bill of health.

45. It shall be open to the consular representative interested in any vessel to be present, if he so desires, at the medical examination and disinfection prescribed by regulation 44.

46. If any vessel does not leave port before 6 A.M. (in Calcutta 7-30 A.M.) of the day following the medical examination made under regulation 44, she shall not leave until—

(*a*) a fresh medical examination of the passengers and crew has been made under that regulation, and

(*b*) a fresh bill of health has been given to the master under that regulation.

Provided that such fresh examination may be conducted on board the vessel, whether or not there has been communication with the shore since the previous examination was made.

47. If, after a bill of health has been given to the master of any vessel, and before the vessel leaves the port, any cargo or goods of any kind be placed on or taken off the vessel, the vessel shall not leave the port until—

(*a*) such further medical examination and disinfection as the Health Officer may consider necessary have been made under regulation 44, and

(*b*) a fresh bill of health has been given to the master under that regulation.

Provided that such further examination and disinfection may be conducted on board the vessel.

48. (1) After a bill of health has been given to the master of any vessel no person except the pilot shall be permitted to embark on the vessel unless he has been medically examined by the Health Officer as prescribed in regulation 44.

(2) If any such person is permitted to embark, the Health Officer shall amend the bill of health accordingly.

49. Port-clearance shall not be granted for any vessel unless and until the master produces the bill of health prescribed by the foregoing regulations.

Provided that, at any port where, in the opinion of the local Government, loc conditions render this relaxation advisable, the Port Officer may gra[illegible]port-clearance for any vessel on receiving from the agents of the vessel a written guarantee that a duplicate of such bill of health, signed by [illegible] Health Officer, will be furnished by them to him within forty-eight hours

50. (1) If the Health Officer considers that any passenger is suffering from, or is in the incubation stage of any infectious or contagious disease, he shall prevent such passenger and his or her relatives and attendants from embarking or sailing; and their baggage and personal effects shall not be allowed on board the vessel and if already placed on board, shall be removed as early as possible.

(2) For the purp es of this regulation, the term "relatives" shall mean such persons as have been living with, or have been, in the opinion of the Health Officer, in dangerous communication with the suspected passenger.

51. (1) If the Health Officer considers that any member of the crew of the vessel is suffering from, or is suspected to be in the incubation stage of, any infectious or contagious disease—

(*a*) he shall prevent such member from re-embarking on such vessel and shall refuse to give a bill of health until the baggage and personal effects of such member have been removed from the vessel and such parts of the vessel as have been occupied or frequented by such member have been disinfected, and

(*b*) the baggage and personal effects of such person as were in immediate contact with such member of the crew shall be disinfected, and the names of such persons shall be given to the medical officer or master of the vessel for supervision on the voyage.

(2) All action taken under clause (1) of this regulation for the disinfection of a vessel shall be noted in the bill of health.

52. Any person, who is prevented by the Health Officer under the foregoing regulations from embarking or sailing, may be removed to and kept at a hospital or kept under observation; or, if any such person gives a genuine address, he may, at the discretion of the Health Officer, be subjected to surveillance for a period not exceeding twelve days.

53. At all ports declared to be infected with plague proper measures shall be taken to prevent rats obtaining access to vessels (Appendix B). Paris Convention article 47.

54. Regulations 44 to 53 may, by order of the local Government, be applied to vessels leaving a port in India for another in India or Burma. Paris Convention article 34.

(*See Regulation* 43.)

APPENDIX A.

INSTRUCTIONS FOR DISINFECTION.

1. Personal effects, such as rags, bandages, papers and other articles without value, which, in the opinion of the Health Officer, are deemed likely to carry infection, should be destroyed by fire. Paris Convention article 177 (note).

2. Under-clothing, bedding, wearing apparel, mattresses, carpets, etc., which are contaminated or *suspected*, and other articles to be disinfected, should be exposed for 15 minutes to saturated steam—under pressure if possible—at a temperature of not less than 100° C. (212° F.), care being taken that the steam shall reach all parts of each article to be disinfected.

3. *Disinfecting Solutions*—

(*a*) Solution of corrosive sublimate of 1 part in 1,000 with the addition of 2 parts in 1,000 of hydrochloric acid or 100 grains of chloride of soda in one gallon. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

(*b*) A 5 per cent. solution of pure crystallized carbolic acid, or 5 per cent. of crude commercial carbolic acid free from tar oils in a warm solution of soft soap.

(*c*) Freshly prepared lime-wash.*

4. *Special instructions to be observed in the employment of disinfecting solution.*—The linen, clothing and articles soiled by the excreta of patients should be soaked in the solution of corrosive sublimate. The solution of pure carbolic acid and the solution of soap and carbolic acid are equally suited to the purpose. The articles should remain in the solution for at least six hours.

Articles which cannot be subjected to the temperature of 212° F. without injury, as leather goods, wooden articles stuck together with glue, felt, velvet, silk, etc., should be washed with a disinfecting solution ; coins can be disinfected with the solution of soap and carbolic acid. Persons engaged in nursing the sick should wash their hands and faces with one of the carbolic solutions. The carbolic solutions will be useful more particularly for disinfecting articles such as metal, or instruments, which can neither be sub-

*The lime-wash should contain 20 per cent. of lime, and may be prepared as follows:—Take 2 pounds of good quick-lime and slake it by moistening it gradually with about half a pint of water. When the operation is completed the resulting powder must be kept in an airtight vessel in a dry place.

For use the quantity of slaked lime obtained from 2 pounds of quick-lime should be placed in a convenient vessel and water added to make one gallon.

jected to a temperature of 212° F. nor placed in contact with corrosive sublimate. Slaked lime is particularly recommended for disinfecting excreta. Expectorated matter should be burnt.

5. *Disinfection of ships on which plague has occurred among human beings or rats.*—All rats on board shall be destroyed by means of sulphurous anhydride. The cabins, etc., occupied by the sick or those suspected to be suffering from plague shall at the discretion of the Health Officer be treated with a solution of corrosive sublimate and thoroughly cleansed with soap and water. In the case of pneumonic plague preliminary disinfection with corrosive sublimate solution shall be invariably carried out.

6. *Disinfection of the hold of an infected ship.*—The bilge-water shall be pumped out, and the hold washed with sea water, a sufficient quatity of a solution of corrosive sublimate being subsequently thrown in at the discretion of the Health Officer. The bilge-water shall not be pumped out when the vessel is in harbour without the written consent of the Health Officer.

APPENDIX B.

MEASURES TO BE ADOPTED TO PREVENT RATS OBTAINING ACCESS TO VESSELS.

1. There shall be a space of at least three feet between any part of the vessel and the wall of the dock or wharf.

2. All ropes and hawsers connecting the vessel with the dock or wharf shall be furnished with a circular concave-convex rat-guard at least four feet in diameter fitting tightly, with the concavity towards the wharf, on the rope or hawser, and so fixed that no part of the margin of the guard shall be less than 24 inches from the rope or hawser.

3. To prevent rats reaching the ship by means of a gangway, as few gangways shall be used as possible; all gangways shall be raised at night; and a watchman shall be placed on each gangway during the day from the time gangway is lowered until it is raised.

4. A responsible person shall be deputed by the local Government to ensure these measures being applied immediately the vessel is berthed.

APPENDIX Z.

BOARD OF TRADE HANDBILL ON BERI-BERI.

No. 348 of 1911.

MARINE DEPARTMENT,
BOMBAY CASTLE, 17th May 1911.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce copy of accompanying Board of Trade Handbill, No. 285, M. 4074/11 of February 1911, on the subject of Beri-Beri,—I have, etc.,

J. M. ANTIA,
For Secretary to Government.

M.-407/11. HANDBILL No. 285.

MARINE DEPARTMENT,
BOARD OF TRADE, February 1911.

BERI-BERI.

The following instructions are intended primarily for the use of masters of vessels carrying Asiatic crews. They embody the general results of recent medical research, particularly in the Malay States, but they will be liable to revision as the knowledge of the causes and effects of Beri-Beri advances.

The name Beri-Beri, which may possibly include more than one disease, has been given for many years to a group of symptoms which often occur among Asiatic crews, when they are fed chiefly on rice.

The disease has other names and is called in Japan, for example, "Kakke." There is at present some doubt how far the disease, which is sometimes found in European ships and called Beri-Beri, is similar to it; but the present handbill deals with Beri-Beri as found among Asiatic crews in British ships.

Beri-Beri occurs on land in many parts of Asia among coolies, soldiers and prisoners. It is also met with in Brazil, and some of the coast towns of East and West Africa. *It is not contagious from one man to another.*

Many deaths from Beri-Beri in British vessels are annually reported to the Board of Trade; and it is probable that other cases, which occur are reported as dropsy, paralysis or heart disease.

(1) *Symptoms of the Disease.*

The typical form of the disease begins gradually with fatigue, loss of appetite, dull pain at the pit of the stomach, head-ache, *difficulty of breathing and palpitation* with a sensation of numbness or heaviness in the legs usually without fever.

Later, there is difficulty in walking and the gait is high stepping and peculiar, so that the patient looks as if he were emerging from water in his wet clothes. The man cannot stand long with his eyes closed, and he often complains that he feels as if he were walking on something soft.

He suffers from shooting pains in the legs and *his calves are tender when grasped.* The fore-arms may also show loss of power and tenderness and there may be some numbness of the fingers.

The pulse is quick and undue throbbing may be seen in the neck or at the pit of the stomach.

When dropsy is present it usually begins *along the shin bones,* and extends upwards so that the whole body and limbs and face may become swollen. The urine is then diminished in quantity

The tongue is generally clean and the digestion fair, except that a large meal will occasion distress at the pit of the stomach.

There is an acute form of Beri-Beri in which a man may die of heart failure gasping for breath in a few days or even hours after the onset.

There is also a mild form of the disease in which the patient is able to continue to work only complaining of weakness and indigestion.

Any attack is liable to become dangerous to life if the paralysis extends to vital organs, such as the heart and lungs.

It is better therefore to assume that any doubtful case is Beri-Beri and to treat it accordingly.

When fever is present, this is due to some complication, such as malaria, dysentry or tuberculosis.

Vomiting in Beri-Beri is a bad sign.

Good signs are a return of the appetite and an increased flow of urine.

(2) *Treatment.*

Many cases of Beri-Beri can be completely cured if proper treatment is given to them when the first signs of the disease appear.

The most important thing is to keep the patient strictly at rest in bed, not even allowing him to sit up for the first two weeks. Those who have been allowed to walk about have often died of heart failure.

The patient should be given a purge at the outset. Tonics for the heart may also be given, such as two tablespoonfuls three times a day of the stimulant mixture (see page 166, Ship Captain's Medical Guide, 1906) to each dose of which should be added whenever available five or ten drops of Tincture of Digitalis but the Digitalis must not be continued for more than three weeks at any one time. Should the symptoms become distressing, a mustard poultice over the heart may give temporary relief.

Good ventilation without overcrowding, strict cleanliness and plenty of sunshine, when possible, are essential.

(3) *Diet.*

The food in small quantities at a time, should consist of meat, strong beef-tea, eggs, bread and butter and tea or coffee. Whenever possible it is desirable that a pint of milk in the 24 hours and fresh green vegetables should be given.

A full meal, rice puddings or potatoes should not be allowed.

(4) *Prevention.*

Recent experiments have shown that those who live chiefly on yellow unpolished rice do not contract Beri-Beri, but that those who habitually eat large quantities of white polished rice, which is milled by machinery, often suffer from Beri-Beri; and some of these have been cured of the disease when rice polishings have been added to their diet.

It is believed that the polishing of the rice removes from it some substance, which is necessary to maintain the body in health, when rice is the chief food. Until 1884 one-third of the sailors of the Japanese Navy were disabled, owing to Beri-Beri. The disease was practically stamped out after improving the rations of the sailors and substituting meat, fresh vegetables, sugar, milk and barley for some of the rice.

It is strongly recommended that the ships stores should consist of yellow unpolished rice.

It is desirable that the Asiatic seamen at the time of their engagements should be carefully examined to make sure that that they are not suffering from the early symptoms of Beri-Beri.

The sleeping quarters should be kept uncrowded, well ventilated and as clean as possible. The rations must include fat and whenever possible, fresh vegetables. The crew outside the tropics should always wear warm clothing.

WALTER J. HOWELL,
Assistant Secretary.

THE BUDGET.

FINANCIAL STATEMENT, 1911-1912.

(Extract from the Proceedings of the Council of the Governor General of India, held on Saturday, 4th March 1911.)

The Hon'ble Sir Guy Fleetwood Wilson introduced his financial statement for 1911-12 in the following terms :—

1 rise to present to the Council the Financial Statement for 1911-12. It has been prepared in the same form, and the procedure and facilities for discussing it will be in all essentials the same as they were a year ago. There is to be no debate to-day ; but the detailed examination of the figures and the discussion of any resolutions that may be moved regarding them will begin on Tuesday, the 7th March, and to this stage of the work will be devoted such part of next week as may be necessary for its completion. I shall then withdraw the Financial Statement for whatever amendments our later information may suggest or the discussions in Council may necessitate. About a forthnight later—the 24th being the date which I understand Your Lordship intends to fix—I shall present the Budget in its final form, with all the amendments incorporated in it and the usual winding-up debate will open on the following Monday.

2. The statement which I present to-day is a much more cheerful statement than that which I had to lay before the Council a year ago. We were then on the threshold of what we hoped would be, in its trade and its agriculture, a year of normal prosperity but two factors of a wholly exceptional character threatened to disturb the equilibrium on which we should otherwise have counted. On the one hand, the export of our opium to China was to be materially reduced; and, even if prices were to rise—as experts assured us they would—the result would only be a transient benefit which prudence forbade us to use for our ordinary and recurring needs. On the one hand, we had to provide an adequate financial equipment for the new Province of Eastern Bengal and Assam, where the administration, starved at many points in the past had recently been carried on with the help of doles from our surpluses or overdrafts on our general balances. The net result was that I

found myself unable to equate the revenue and expenditure in our estimates for the current year without the help of extra taxation: and legislation was accordingly proposed, and accepted by this Council, for increasing certain stamp duties and for raising the customs tariff on silver, petroleum, tobacco, wine, beer and spirits. Standing as we now do in the last month of the year, we can see that the position has become more favourable than I had then anticipated. The revenue has been in many respects better than the average, and our expenditure has been kept well in hand; so that the year closes far more favourably than I had anticipated. I must, however, warn the Council that we cannot now dispense with the additional strength which these new taxes have brought to our resources. In view of all that lies before us, the time, in my judgment, is not distant when the Government of India will require the substantial support from the broader basis of taxation which our new duties have provided. It is not our intention, therefore, to alter the Customs tariff again as a budget measure for the coming year, except by a small correction in our scale for tobacco duties, which I shall have to propose in the hope of improving the yield of revenue from that particular source.

Revised Estimates of 1910-11.

3. With these preliminary remarks, I proceed to compare the Budget provisions for the current year with the actual figures which we now expect will be realized. My estimate for the year was framed, as I explained at the time, on the belief that, if the monsoon rains were adequate, the land revenue would be punctually collected, our customs receipts would rise, our railways would do well, although renewals and repairs might still be heavy, and most of our other heads of revenue would show an improvement. The result has not disappointed us. The rains, and the great agricultural operations which so vitally depend upon them, have been on the whole most satisfactory. The timely and well distributed winter rainfall had brought fine crops to harvest in the spring of 1910. When the hot weather came on, conditions were normal, and the Bombay monsoon started on due date and spread with much vigour: so that the area affected by it was never in danger. Some anxiety, however, was caused by the behaviour of the Bay of Bengal current, which advanced into India much before its usual time, and then displayed considerable weakness. In the result, the rain in July was about 16

per cent. short of what it should have been, and the falls were extremely unequal. The deficiency was serious in the United Provinces, which obtained less than two-thirds of their proper supply in Rajputana, the western portion of the Central Provinces, Malabar and Lower Burma. In other parts of India, particularly Madras, the average was exceeded, and at places the falls were abnormally heavy. Matters for a time were critical. From the United Provinces, in the middle of July, came reports that the crops were withering, sowings retarded, rain urgently needed, and anxiety prevailing over large areas. If bountiful rain had not fallen within the next few weeks, I should have had a very different story to tell the Council to-day. In August, however, normal conditions again asserted themselves and for the rest of the monsoon period the rain was ample and well distributed. The record of the recent winter showers has been generally satisfactory.

4. In the narrative of our harvests we find these favourable conditions reflected. The spring crops, which were coming to market at the beginning of the financial year, were excellent: wheat yielding an outturn of 15 per cent. above the average, and oilseeds doing fully as well. Into the controversy about the jute crop, I am not sufficiently daring to enter: but in most of the jute districts conditions were seasonable and the departmental estimate was 90 per cent. of a normal outturn. Cotton was grown on a very large area; and although it suffered from the later rains, the yield was not far short of what had been obtained in the previous year. Rice in Bengal was affected by floods; but the Burma crop has been excellent, and it is estimated that 45 million cwts. of cleaned rice will be available for export. With the crops now in the ground, so far as our information goes, all is well, the area under wheat and seeds being unusually high and their condition generally good. All this has meant a year of reasonable comfort for the agricultural population; and though plague unhappily has not yet left us, public health has been good, and the spirit of the people has not been shaken by scarcity or other widespread calamity.

Turn now to our external trade, in the success of which our harvests play so large a part. During the first nine months of the year, *i.e.*, up to the end of last December, the total value of our imports and exports on private account was 272 crores, a higher figure than they had ever reached in the same period of any previous

year. I do not wish to make this prove too much, as the figures are for values, not volumes, and are thus affected by the high prices which prevailed, for example, for cotton and opium. There was also some stagnation in two of our important industries; but on the whole the figures show a decided revival in our general commerce. The large imports of gold and the heavy Council drawings at a strong exchange tell the same tale.

5. Such being the conditions of the year which is approaching a close, their effect would naturally be an improvement upon the cautious estimate of revenue and expenditure which was presented to the Council in the Budget of last March. The measure of this improvement is that our Imperial surplus now seems likely to rise to £3,489,300. The increase, however, must be discriminated into that which is stable or normal, and that which is abnormal or transient. Our revenue has been increased roundly by £2,940,000 on account of the remarkably high prices for which our Bengal opium has sold; and of this amount two-thirds (or nearly 2 millions) have passed to our surplus under an arrangement which I shall subsequently explain. The true improvement in our surplus is thus about £1,150,000, due to better receipts under the great majority of our ordinary heads of revenue, and a small saving on our budget of expenditure.

Opium Revenue.

6. It would be impossible to make the financial position clear without an account of our opium revenue in the current year, and of the events by which it has been influenced. The general situation at the beginning of 1910 was comparatively simple. We were then entering upon the third year, and the end of the first stage of our agreement with China for the reduction of our opium exports. Under that agreement, our Bengal sales and Malwa exports combined were to be kept down to 51,700 chests during the calendar year 1910. Further reductions at the rate of 5,100 chests a year were to be contingent on China giving evidence of having concurrently diminished her own production of opium and the question of raising the consolidated duty upon the import of opium into China remained in suspense pending the receipt of certain assurances for which we had asked the Chinese Government. The prospect of a falling supply had begun to agitate the market

towards the end of 1909, and prices rose rapidly to a very high level in last April. But a sharp reaction followed. We had known for some time that the Chinese authorities were attached to the idea of a heavy license duty, as one of the measures for the control and check of consumption. In May last, the idea came to fruition; and with effect from the 7th June 1910, the Viceroy of Canton imposed a tax of 30 cents. per tael on all boiled opium (equivalent to about Rs. 400 a chest on our export opium), with a supplementary provision that raw opium bought from importers should be boiled within a fixed time—which was originally put at three days—after its purchase. Several of the more objectionable features of the scheme were modified as the result of diplomatic action: but the tax remains and has recently been raised to about Rs. 640 a chest, and the Chinese Government has not yet been induced to admit that it contravenes the spirit of the Chefoo Convention. It would be inexpedient for me at present to say more on this delicate subject. Technicalities apart, the main principle to which His Majesty's Government have adhered throughout the discussions on the Canton tax is that the regulations of the provincial authorities in China must not substantially and obviously abrogate the existing rights of British traders, or discriminate between native and foreign opium to the prejudice of the latter.

7. I referred a moment ago to the obligation which lies upon China to reduce her own cultivation of the poppy *pari passu* with our reduction of our exports. To produce statistical evidence of her diminished production was admitted by the Chinese delegates at the Shanghai Commission to be impossible. It was, therefore, decided that local inquiries should be undertaken, as a basis for a comparative record of the growth of the poppy in the different provinces. For this purpose, Sir Alexander Hosie, the experienced Commercial Attache to the British Legation, was appointed to tour through China and estimate the progress which she has made in her reforms. The area to be covered is enormous; and pending the completion of the inquiry we have agreed to carry on the reduction in our exports to the end of 1911; so that in the present calendar year we intend to sell 31,440 chests of Bengal opium and to permit the export of 15,160 chests of Malwa. What will happen after 1911 depends on the agreement which is now being negotiated at Pekin. Regarding the pending negotiations I am obviously not in a position

to make any announcement. I can only ask the Council to believe two things. One is that we have great sympathy with the desires of those genuine patriots in China, who are striving to free their country from the evils of excess in opium, and that we are prepared to make real sacrifices to help them. The other is that vigilance must go hand in hand with our sympathy. We cannot consent that India should suffer losses which will bring no corresponding benefit to the cause of China's reforms; and we shall safeguard the legitimate interests of our trade so long as the trade remains.

8. There is one point at which we have in some measure anticipated the result of the Pekin negotiations, and I am glad to have this opportunity of explaining it in detail. When our first agreement was made with China in 1908, it was based on the fact that the consignments of our opium to China before that year had averaged 51,000 chests, while 16,000 chests had been our average supply to Singapore and other markets outside China. Two courses were open to the Chinese Government in getting these figures reduced. They could either, with the consent of all the Treaty Powers, restrict their imports; or they could arrange with us at once, and without any other intervention, that we should restrict our exports. China deliberately accepted the latter course, and we have scrupulously adhered to a reduction of 5,100 chests every year, being one-tenth of the average of our China shipments in the previous years. China, however, has found that her imports have not been falling in the same ratio, mainly because the high prices which her people are now prepared to pay for our opium are attracting supplies which would otherwise have been consumed in Singapore and elsewhere. His Majesty's Government were accordingly approached by China with a request that we should help her to make the reduction in her imports as effective as the reduction in our exports; in other words, that we should co-operate in preventing any part of the 16,000 chests, which used to go to Singapore and elsewhere, from finding its way into China. It is obvious, of course, that nothing would conclusively effect this purpose except a definite restriction at the ports in China which are open to foreign trade; and this in turn would require not only an agreement with Great Britain, as representing India, but the concurrence of the other Treaty Powers. To secure their consent will take time; and due notice will also have to be given to the trade before a change of such importance can be enforced. In

the meanwhile, however, we have begun to sell and export under special certificates the precise number of chests, which if the proposal is confirmed, will be the purely China supply. I wish it to be very clearly understood that this 'earmaking'—as it is called—has been decided upon as a spontaneous proof of our good-will towards China and our desire to help her. We were under no obligation whatsoever to undertake it in the absence of the renewed agreement which is now being negotiated, and, if a satisfactory agreement is not concluded, we are under no obligation whatsoever to continue it.

9. It now remains to show how the events of the year have reacted upon our opium revenue. In February and March of 1910, in response to the excitement in the China markets, our Bengal opium sold for prices which I described at the time as unprecedented for half a century. But even these faded into comparative insignificance before the price of Rs. 3,827 a chest which was reached in April last. The Chinese connoisseurs were supposed to be ready to pay fanciful prices for a drug which was every year becoming a less attainable luxury. In May came the news of the license tax at Canton: a large quantity of the Indian opium goes into the Kwang provinces: and the price at our July sale dropped to the neighbourhood of Rs. 2,000 a chest. As the position cleared and the harsher features of the Canton monopoly were withdrawn, the market slowly improved again, and the sales of last month (all being 'earmarked' opium) fetched Rs. 3,439 a chest. The net result of these striking fluctuations is that we now estimate for an average rate of Rs. 2,925 on the year as a whole. Compared with the budget figure of Rs. 1,750 a chest, this gives us a very large surplus revenue; and I have next to tell the Council how we propose to employ the windfall. Revenue which is so wholly exceptional in character and amount is clearly not revenue which may properly be put into our general resources to meet our permanent and recurring expenditure. Our first care, therefore, when prices began to move, was to prepare an estimate of what would be our normal receipts, year by year, on the basis of normal prices and on the assumption that the cumulative restriction on our exports to China will continue. On these data we have carefully worked out a scale of diminishing revenue; and we have decided, with the full approval of the Secretary of State, that the whole amount by which, in any year the actual receipts may exceed our hypothetical or standard figure will be kept apart from our ordinary revenues. It will not be funded: but it will be

employed in each year on services for which the ordinary revenue of the year would not usually be available. We believe that this is the only prudent course to pursue, and we are confident that it will have the approval of the Council, as it was fore-shadowed more than once in the course of the Budget debates last year.

10. Under the scheme which I have now outlined, our standard figure for the current year is 7 crores of rupees. Our estimated receipts being 11·4164 crores, we have thus to dispose of 4·4164 crores or £2,945,300 in some special manner. What we mean to do is to remit two-thirds of the excess to England, for the discharge of temporary debt. There is clearly no purpose to which a sudden influx of non-recurring revenue can more appropriately be devoted than to reducing our capital liabilities, easing our interest charges, and strengthening our national credit. I need hardly remind the Council that as a consequence of our serious losses of revenue in 1908-09, we were unhappily obliged to increase our floating debt; and it is extremely desirable to take the earliest opportunity of redeeming, either directly or indirectly, the temporary obligations which we then incurred. The remaining one-third of our windfall will be distributed in the form of grants for the initial or capital expenditure on large schemes of educational and sanitary progress. In pursuance of this policy we propose to make the following grants to the different provinces:—

Province.	For capital expenditure on	
	Education.	Sanitation.
	£	£
Central Provinces	26,700	13,300
Burma	53,300	46,700
Eastern Bengal and Assam	74,500	60,000
Bengal	163,300	66,700
United Provinces	106,100	70,000
Punjab	60,000	66,700
Madras	43,800	28,300
Bombay	73,500	28,300
Total ...	601,200	380,000

Those Local Governments which have provincial settlements will carry the money in their balances until its expenditure is required

on schemes sanctioned by proper authority. I will leave it to my Honourable Colleague in charge of the Educational Department to explain the principles upon which these allotments have been made.

Ordinary Revenue.

11. The ground has now been cleared of the opium receipts and of the effect which they have had in inflating our surplus. For all other heads of revenue, our budget estimate was £70,803,800. We now hope to realize £72,297,300; and to this improvement three groups of revenue producing services have contributed. The first group consists of those heads of revenue which respond directly to good harvests and agricultural prosperity:—Land Revenue and Irrigation, with a betterness of £26,500 over the budget; Excise, where the yield has risen by £133,400; and Stamps, where it is better by £71,500. Second comes the group of services which are connected more immediately with trade and whose earnings rise with the revival of commercial activity. Chief among these is Railway which I believe will be better than the budget by £1,176,100 net; then follow Customs, £478,700 better; Posts and Telegraph; £80,200 better, and Forests £58,600 better. The third group comprises what I may call the financial services, which move in sympathy with the other groups. I refer to Interest, £303,600 higher than our original estimate; Exchange, £62,600; and Mint, £46,400 in the same direction.

12. Such has been the general trend of the year's revenue as a whole. But in this Council it is the Imperial surplus with which we are chiefly concerned; and I propose now dropping all minor corrections in our estimates, to describe the chief outstanding features in that surplus. Broadly speaking, the great improvement which it shows has been the resultant of four large variations in our figures;—Railways, Customs and Interest have turned out very much better than the Budget; Salt considerably worse. It is on these four heads alone that I shall dwell for a moment.

13. Our Railways have again assumed their pride of place as the dominant factor in our ordinary finances. I had budgeted, with no small hesitation, for gross receipts of 29¾ millions from State railways,—a higher figure than we had ever realized before and nearly a million in excess of the very large

earnings of the previous year. Business, however, has steadily improved upon our forecast. The movement of cotton and oilseeds has been especially active ; and a notable feature of the year is the great increase in coaching traffic, attributed in part to the marriages and pilgrimages of an auspicious and prosperous year. Along with all this, there has been a gratifying fall in working expenses, indicative, I hope, of the closer control now exercised by the Railway Board over that campaign of special renewals and repairs which helped to embarrass our finances two years ago. The year will close with gross receipts not far short of £800,000 in excess of what I anticipated, while the saving in working expenses has exceeded £400,000.

14. As a reflex of our external commerce, the Customs receipts have been equally satisfactory. I had estimated them at roughly 6 millions, including very nearly 1 million as the result of our new taxation. They will actually be at least 6½ millions ; the rise occurring chiefly under sugar, piece-goods, metals and manufactured articles generally. The new taxes have given us fully the million which we counted upon. Our estimate was approximately correct for beer, wines, spirits and petroleum : but we had not made sufficient allowance for the effect of the new tobacco duties upon the import of the cheapest cigarettes. Any shortage on this account, however, has been more than covered by the increase in receipts from silver. We had put the probable income from the four annas silver duty at a crore of rupees ; this was essentially a cautious estimate, because other considerations were involved than the rise in duty, about which in itself we were never nervous. But all has gone well, and our realized revenue will probably be about 1⅔ crores. It is to me a genuine pleasure that a tax about which some of my Hon'ble friends expressed the gloomiest apprehensions last year has worked so smoothly, has caused no hardship to anyone, and has established itself as a powerful yet inoffensive auxiliary to our general resources. It has not depressed the price of silver, or turned the China exchanges against us, or had—so far as I am aware—any of the other ill-effects which were feared. There have been some remarkable ups and downs in the silver market during the year ; but no one who knows the facts—and I have reason to believe that the facts are tolerably well known in Bombay—will attribute them in anyway to our taxation.

15. The third big lump increase in our revenue is an improvement of more than a quarter of a million under Interest. For this we are mainly indebted to the skilful handling by the Secretary of State in Council of the ample cash balances which we have been able to hold during the year in London, pending their employment on capital outlay and the redemption of temporary debt.

16. Our Salt revenue provides the last of the four large departures from our estimates, inasmuch as it is shown at £232,100 below the budget figure. This is in part, however, a postponement of revenue and not a real loss. The increase in the consumption of salt, it is true, has been curiously slow since our last remission of duty, and has disappointed those who maintained that the use of salt by the people would be greatly stimulated by low duties. In the current year, there has even been a slight drop, though not enough in ordinary course to have seriously affected our revenue. The reason why the latter has declined so appreciably is that the trade in Bengal has at last discovered the capabilities of its new privilege of clearing salt on credit. Under this system, we shall probably have duty outstanding on over 2 millions of maunds at the end of the year in Bengal alone, and our current revenue is to that extent reduced by a carry-forward to next year.

17. The combined effect of these four large changes in our figures has been an improvement of £1,726,300 in the revenue. A number of other heads of revenue have given me smaller contributions which would have brought the total for the year to nearly two millions better than we had anticipated. Part of this, however, has been absorbed by a large reduction in our Imperial share of the Land Revenue (incuding the portion of it which is credited under Irrigation). It is by waiving our rightful proportion of the income from this source that we make the provincial exchequers participants in our good fortune; and on the present occasion we are in the happy position of being able to provide funds for a number of important projects which a year ago, I saw very little chance of being able to help. The chief grants which we propose to allot out of the surplus our normal revenues are the following:—

£166,700 to Burma, to enable that province to make its promised contribution of 25 lakhs to the Rangoon harbour without impoverishing the allotments for much-needed improvements in its other public works.

£183,600 to Eastern Bengal and Assam for the initial expenditure on two large schemes for the re-organization of its subordinate police generally, and for the establishment of an efficient river police in particular.

£66,700 to the Punjab as a contribution to the Medical College and Hospital at Lahore, which are intended to be the provincial memorial to His late Majesty King Edward VII.

£123,300 to Madras under an old-standing promise that we should assist in the initial expenditure (now estimated at roughly £250,000) on the Meyer scheme for the re-arrangement of a number of unwieldy districts and sub-divisions in that province.

£333,300 to Bombay, as a subsidy towards the great work in Bombay City upon which its Improvement Trust is now engaged.

18. A full list of our proposed new grants is given in the explanatory memorandum attached to the estimates; but I have indicated the more important, and I am confident that the distribution will have the Council's approval. We have endeavoured to select projects of the clearest public utility which would have claims upon us for assistance sooner or later—claims which we should gain nothing by postponing, as they might only fall upon us when we were less able to do them justice. These grants are all non-recurring, and it will of course be understood that they are quite independent of the allotments which we have made from our opium receipts.

Expenditure.

19. On this side of the account I have fortunately an uneventful tale to tell. Our Budget estimate of expenditure was £75,700,600; we now expect the actual outlay to be £75,227,600 or £473,000 less. About three-fourths of the saving occurs in provincial expenditure, and is a welcome sign of the co-operation which we have been receiving from local Governments in our task of checking the growth of expenditure. The saving on the Imperial Budget grants is £123,100.

Under Military services, a considerable reduction (£223,500) has been effected partly in India and partly in England, and the main reasons underlying it are the fall in the prices of food and forage,

smaller purchases of ordnance and other stores, and the economical management of our operations for the suppression of the arms traffic in the Persian Gulf. In the Railway revenue account there has been a saving of £217,600 mainly under interest charges; the result on one side of smaller capital expenditure than we had provided for, and on the other of smaller borrowings by two of the leading Companies. Telegraphs show a lapse of £51,500. The Budget grant for Stationery and Printing—a subject which attracted special attention in Council last year—has not been spent by £35,700; and the efforts which have been made to eliminate avoidable outlay under this head seem now to be bearing tangible fruit.

20. With two exceptions—and one of these is largely nominal—there have been no excesses of any importance over our budget figures. The only service for which our provision really ran short was the payment to our opium cultivators. Owing to the propitious character of the seasons, the last poppy crop yielded opium of an unusually fine consistence, and the price that had to be paid for it was consequently higher than the normal rate on which we had based our estimate. Under Opium expenditure therefore an additional grant of £153,200 has been necessary. The only other substantial excess occurs under Political and is chiefly due to our having charged off and transferred from ordinary balances to a separate account the whole of the arrears of the subsidy due to His Majesty the Amir, with a view to preventing in future the disturbance of estimates and accounts which at present follows from the wide and wholly unforeseen fluctuations in his actual drawings.

Budget Estimate for 1911-1912.

21. My Lord, I now turn over the leaf of another year. In laying out our financial plan of campaign for the coming twelve months, my first thought has naturally been, how far may we safely count upon a continuance of existing conditions. Is it reasonable to assume that the rains will again be timely, and the harvests fruitful; that industry and trade will extend their borders that our international commerce will continue to develop; that the money market will be steady; and that famine, plague and war will pass by our doors? Or have we reason to fear the reverse and to temper our estimates accordingly? I confess that, in Indian budgetting, the only reasonable rule of conduct that I can see is to assume

that a period of prosperity, once it is established, will continue until we have some clear warning of impending change. So far as we can scan the horizon, there is no danger signal in sight at present; and I am accordingly placing estimates before the Council which are based on the hypothesis of normal harvests, a good export season and steady progress in our trade and industries. The resultant figures, in their simplest form, are as follows:—

Revenue	£77,927,600
Expenditure (after Provincial adjustments) ...	£77,183,800
Surplus { Ordinary	£563,400
Surplus { Special, from Opium	£180,400

The "Ordinary" surplus is somewhat smaller than it is our tradition to aim at; but a part of the spare revenue which would otherwise have been at our disposal has been set aside for the reception of Their Majesties in India and for cost of the Durbar which the King-Emperor intends to hold at Delhi.

Revenue.

22. If we take our revenue figures as a whole, omitting Opium for the moment, it will be seen that we anticipate a moderate all-round advance in the classes of receipts which are directly affected by the agricultural conditions of the country. Land revenue, Salt, Excise and Irrigation all display a slight improvement over the year before; Stamps alone showing a fall, which is wholly due to the abnormal revenue that accrued this year in certain Provinces from the operation of section 31 of our new Limitation Act. Our commercial departments—Railways, Posts and Telegraphs—reflect the same movement in moderation, a part of their increase being also due to the additional business which they expect from the Royal visit. I need not, however, trouble the Council with any details except in so far as they influence the Imperial section of the account. In describing the Imperial figures, both for revenue and for expenditure, I find considerable difficulty in separating the normal movements of the figures from the complicated provincial adjustments which I shall allude to shortly; and, rather than weary the Council with minute reservations, I must for once sacrifice in a few of the following passages the statistical precision which has always been the pride of these annual Statements.

23. Our total Imperial revenue is shown as being considerably below the figure which we expect in 1910-11. The decrease occurs, as you at once detect, under Opium; and I had better begin my narrative by disposing of that restless and baffling head of revenue. The difficulties of framing a satisfactory estimate for it have been extraordinary. As I explained a few minutes ago, we have promised to restrict our sales and exports in 1911 to 46,600 chests. Out of these, presumably the whole Bombay export of 15,160 chests along with 15,440 chests of the Bengal sales, will be certified for the China market; leaving 16,000 chests for our other customers. Most of the Malwa opium has already paid its pass-duty in advance, so that for revenue purposes it is negligible. The prices which our Bengal sales for China may yield, will depend very largely on the terms of our new agreement, on any alteration in the import duties, and on any domestic measures which China may adopt for the control and taxation of the retail use of the drug. The revenue to be obtained from our sales for other markets, or what I may call for short our 'Singapore' opium, is an entirely unknown quantity, as we have never before sold opium under the peculiar conditions which are now being imposed. The factors of calculation for the remaining nine months of 1911 are thus sufficiently puzzling; but the uncertainties become still greater when we turn to the last three months of the financial year which overflow into 1912. For we have no means of judging what our prices or our exports may be in 1912. We have to await the results of Sir Alexander Hosie's inquiry and of the negotiations now in progress at Pekin. We have also to introduce, some time during the year, a new system of selecting the opium which it will be permissible to export from Bombay, the effect of the change upon our revenue is problematical and the date of its introduction is not yet decided. This statement of the problem will indicate the difficulty of estimating. Making the best forecast we can, however, we put the probable sales of Bengal opium at 30,210 chests for the financial year, of which 10,210 will be certified for China: and we take the probable average prices at Rs. 2,500 a chest for China opium and Rs. 1,500 for Singapore opium. We also estimate that 5,338 chests of Malwa opium, which have a deferred right to priority of export in 1912, will pay us pass-duty of Rs. 809 a chest; while it is possible that 600 chests of Baroda opium will issue at the old rate of duty. Our total Opium revenue, including the usual miscellaneous items, will thus be 642

lakhs. Under the scheme of diminishing returns which I have already mentioned, we shall treat only 615 lakhs or £4,100,000 as ordinary current revenue, and whatever excess over that figure may be actually realized will be earmarked for capital and non-recurring expenditure. It is for this reason that I showed £180,400 of our budget surplus as special and separate. I hope the figure will be larger; but, so long as there is a figure at all, it will not affect our normal provision for the year.

24. Apart from the Opium receipts, the increase in our Imperial revenue would nominally be £1,431,900. But it must be remembered that, as compared with the current year's figures, our share of the Land Revenue is improved by the absence of the special non-recurring grants which we are making to Provinces in 1910-11. Furthermore a number of the heads of revenue have been upset by the new provincial adjustments; and, all things considered, I do not think I can give a closer approximation than to say that the true measure of the expected improvement in revenue is roughly £300,000. Apart from a moderate general rise in Excise and Land Revenue, due to promising agricultural conditions, this may be taken broadly as made up of an increase of £157,900 under Railways, of £179,400 under Posts and Telegraphs, of £128,800 under Salt, and of a number of minor improvements counterbalanced by a decline of £303,000 in Customs and £228,900 under Interest. It is to these heads that I shall confine the few remarks that I have to make.

25. In our estimate of Railway earnings we have moved with what seems justifiable caution. If 1911-12 is even a moderately good year, there ought to be no serious setback. Wheat may be held up by the lower prices which are foreshadowed; and it is possible that the cotton crop may not be so plentiful as it has been this year; but the movement of jute can hardly be worse and some revival in piece-goods seems probable. Our estimates are easily upset by the fluctuations of a single great system like the North-Western Railway. But on the whole there seems no good reason why we should not secure roughly the same net receipts as in the current year, with a small addition for the Durbar traffic and the increase in open mileage. I have accepted the figure for working expenses which the Railway Board assures us is necessary to carry the extra traffic and keep the lines efficient; and for gross profits I have made a comparatively small and fairly evenly distributed

addition to the probable figure of the current year The resulting rise in net receipts is only £73,400, which I think is safe. The rest of the improvement under Railways means smaller payments of surplus profits, etc.

26. For Salt we have been conservative in estimating the actual consumption, but there is unlikely to be the same increase in sales on credit in Bengal as overtook us this year. Postal and Telegraph receipts promise the usual improvement which accompanies trade activity. The Miscellaneous head of revenue benefits by £54,700 which the Calcutta Port Commissioners are going to pay us in April for certain Mint land; and there are a number of smaller increases which it would be tedious to enumerate.

27. The only important defaulters, as I have said, are Interest and Customs. The former has been put lower in the expectation that our cash balances in London will not be so fruitful in short loans, as large payments will be required on capital account and in redemption of debt. Under Customs the decline occurs wholly in the yield of the silver duty, and represents nothing more than pure and simple caution. There is no apparent reason why prices should go up so long as China is a backward buyer; and the private import of the current year, though we have heard a great deal about them, are by no means so high as they were even in the two previous years. Nevertheless they are believed to have been in excess of the immediate requirements of the local market, and it is understood that considerable stocks are available for next year's normal off-take. After the activity in our absorption since 1908, therefore, it seems wise to budget for a lull, and we have put our estimate of duty down to a crore of rupees. Under all the other classes of imported goods we assume a steady improvement; but I have been chary of raising the rice duties above the high record of the current year.

28. In discussing the yield of the new taxes which were imposed last year, I mentioned that we had been disappointed in our estimate for tobacco. The sudden rise in duties dislocated the import trade for a time, though it is possible that business would gradually have adapted itself to the new conditions. But we are informed that the rates which we selected have hit severely those

particular forms of the tobacco industry in India which depend on an admixture of the foreign with the indigenous leaf. We are also doubtful whether our experiment has given us rates which are likely to combine the maximum of revenue with the minimum of hardship. It has been decided therefore to propose a reduction in the duties of about one-third all round, and a Bill to give effect to this change will be introduced to-day. On the assumption that it will become law I have raised the yield of our tobacco duties by about 5 lakhs in the Budget.

29. Such then are the outstanding differences between the revenue we expect next year and that which we are collecting this year; but any one who runs his eye down the figured tables will see a number of other heads under which the Imperial share seems to have been largely increased or diminished. This is a result of the important re-adjustment of our provincial settlements to which I have already alluded. It accounts for a large nominal reduction under Excise and Forests and a small nominal drop under Irrigation; with a *per contra*, though not an equivalent, adjustment of the Land Revenue which gives the Imperial account a larger and the Provincial accounts a smaller share of those receipts than formerly. On the other hand the provinces have benefited by the following grants which have been handed over to them in the shape of a recurring increase in their share of the Land Revenue, *viz*:—

£58,000 to the Central Provinces, the United Provinces and Bombay, for the completion of the grants which we promised in aid of the Police Commission's reforms;

£20,000 to Eastern Bengal and Assam, as an instalment of the recurring cost of the two police schemes already mentioned; and

£59,000 for the relief of municipalities and town areas from police charges in the United Provinces, and the Punjab, these being the only provinces where this concession has not yet been granted.

Details of two other small grants will be found in the explanatory memorandum.

Expenditure.

30. Our total proposed expenditure in 1911-12 is composed of £51,024,600 in the Imperial and £27,615,600 in the Provincial account. It is in the former figure alone that we are directly interested. As compared with our estimate of Imperial expenditure in the current year, it is ostensibly £846,900 higher; the true increase is obscured, however, by the provincial adjustments which relieve the Imperial account of considerable expenditure—particularly under Forests—that formerly belonged to it. The real rise in Imperial expenditure is approximately £1,400,000; but I may at once ease the mind of the Council by explaining that £940,000 of this is reserved for the Royal visit next December and the ceremonials by which it will be marked. We have not yet found it possible to obtain detailed estimates for the cost of the gathering at Delhi for the Coronation Durbar, or for the Military concentration which will accompany it or for a number of the minor episodes in the Royal progress. But we have provisionally entered in the Budget a sum of £633,300 for the civil and of £306,700 for the Military expenditure, and I trust that the Council will not consider the figures to be higher than the people of India would wish to provide for the becoming celebration of a great historic event.

31. The net increase in expenditure of the ordinary type is thus roughly £460,000. If we want to estimate the true normal measure of growth for the year, we should in fairness eliminate the effect of the special treatment of the Amir's subsidy in 1910-11. This would raise the figure to about £650,000, the result of a large number of minor and mostly unimportant variations. Railways account for about £265,000, composed entirely of growing interest charges; and Posts and Telegraphs for about £125,000, more than covered by additional revenue from those services. Special interest attaches to a newly opened head of expenditure, which provides £120,000 as funds for protective irrigation works, over and above the amount allotted as usual from the famine insurance grant. The expansion of protective works in the past has been financed from the half million which in normal years is available from the famine grant; and up to the present the funds thus obtained have in practice been sufficient. But the time has now come when the further work which the Irrigation Department are ready to undertake would be hampered by the limitations and the uncertainty of the famine grant.

Uncertainty we can never eliminate, I am afraid, as protective irrigation, like any other service which draws on our current revenues must be prepared to take its share of short commons in bad years. But, when all is going well with us, we hope to be able to help the work from our general resources and supplement the limited provision to which it has hitherto been restricted. For next year accordingly we allot 78 lakhs, of which £400,000 appears in the famine grant and the balance outside it.

Of the other increases in expenditure there are none that call for special mention. Taken as a whole, they are roughly counterbalanced by reductions under two heads, Army and Opium. The total military charges are shown as £181,500 in excess of the current year; but when we remember that the grants include £306,700 for the movement of troops in connection with the Royal visit, it will be seen that we anticipate a genuine net diminution in Army expenditure. The expected saving under Opium is a natural consequence of the curtailment of our Bengal sales; we have amalgamated our two agencies into one, and we shall license a considerably smaller area of poppy cultivation for the next winter.

32. So ends my general narrative of the Budget for 1911-12. The financial outlook for the time is satisfactory. If India is blessed with favourable seasons, the provinces should be in a strong position, and the Imperial Exchequer should enjoy a short breathing space before it has to face the new responsibilities that lie ahead of it. In spite of a decline of £566,700 in that part of the Opium revenue which we treat as available for general purposes, and of an estimated drop (on grounds of caution) of £303,000 in our Customs revenue, we look forward to being able to meet all the reasonable needs of the administration without undue parsimony, to provide in no ungenerous fashion for the suitable reception of the King-Emperor, and to close the year with a surplus of fully half a million sterling. I cannot say that the future is free from anxiety. Amid the cheerfulness of returning prosperity, it would be foolish to forget the lessons of the period of depression from which we have now emerged, or to close our eyes to the difficulties that are in front of us. But I trust that those difficulties will be met by a careful husbanding of our resources and by a jealous watchfulness over expenditure in good years and in bad years alike.

Military Services.

33. Under Military Services the expenditure for five years is shown in the following table:—

	Gross.					Net.
	Army.	Marine.	Military Works.	Special Defences.	Total.	All Military heads.
	£	£	£	£	£	£
1907-1908	18,647,533	485,024	1,166,943	116,287	20,415,787	19,248,354
1908-1909	19,177,266	476,957	967,362	29,044	20,650,629	19,602,988
1909-1910	18,901,181	461,157	858,342	28,604	20,249,284	19,112,323
1910-1911 (Budget)	19,488,500	484,300	879,600	1,500	20,853,900	19,706,500
1910-1911 (Revised)	19,225,700	475,500	919,600	9,600	20,630,400	19,458,200
1911-1912 (Budget)	19,444,300	436,300	924,400	6,900	20,811,900	19,568,900

34. When the budget for the current year was under preparation, the rates for food supplies were still at a comparatively high level, and we were faced with the necessity of providing for expenditure to the extent of £173,500 in connection with the Arms Traffic Operations in the Persian Gulf. "Schedule" expenditure was placed at £482,700. By this expression I mean the provision for new schemes costing more than £3,300, a limit which brings within the Schedule all outlay on objects of a special nature such as the introduction of new armament and other major improvements in the direction of efficiency. The net budget figure for 1910-11 was eventually placed at £53,500 more than that of the previous year.

35. Our estimate of the probable actuals of the current year indicates that the provision made was unduly large, and the net military expenditure of 1910-11 is now expected to be £250,300 less than the original budget estimate. Prices dropped at the beginning of the year, and the fall has been progressive. Contract rates have been more effectively controlled, and the extension of military grass farms is relieving us under the head of Compensation charges. We have thus returned to the standard of expenditure on food supplies which obtained in the year 1906-07. Ordnance charges have continued to decline, and the special provision for additional railway

charges was only partly utilized. Various economies have also contributed to the anticipated saving, among which I may instance the abolition of 2 pony cart train cadres and of the experimental balloon section, the closing of the mounted infantry schools, and the retention of Army Head-Quarters at Simla during the winter months. When reviewing the situation in November we thus found ourselves able to advise the Secretary of State that, to relieve the coming year's budget, a portion of next year's supply of military stores might be purchased at once, and in India we have similarly anticipated future requirements to some extent, as for example, by the purchase of transport animals the cost of which would otherwise have fallen on the estimates of 1911-12.

36. Among the more important measures towards which special funds have been allotted I would mention the purchase of arms, entrenching tools and rifle carrying equipment, the reconstitution of the reserve of artillery horses, and the replacement of aged horses in British Cavalry regiments. Progress has also been made in the construction of a better type of lines for Indian Infantry and additional buildings are being proceeded with at Quetta, Jubbulpore, Ahmednagar and Risalpur to provide for the redistribution of troops.

37. The Arms Traffic Operations which commenced in 1909-10 are now estimated to cost, to the end of the current year, a sum of £224,600 and for next year we have included an allotment of £133,300 for the same object. We are also in the coming year providing £306,700 for Indian military expenditure in connection with His Majesty's visit to India. Among other items in our Schedule of special measures, for which we have allotted £602,000 in the aggregate, I would allude to the provision of £100,000 for the rearmament of a number of Field and Mountain batteries. The Schedule also includes further allotments towards the purchase of rifles and the reconstitution of the artillery reserve and to replace aged animals in the British Cavalry regiments. A substantial advance will also be made in the reconstruction of the Indian Infantry lines which was taken in hand at the end of last year, and in the building of the new lines near Darjeeling and at Dacca.

38. It will be seen that by making partial use of the savings obtained this year in the manner already described we have been able to provide for the exceptional outlay in connection with His

Majesty's visit to India, while keeping the military budget substantially below the figure allotted in the estimates of the current year, the actual difference between the net provision for all military services in 1911-12 and that made in 1910-11 being £142,600.

Railways.

39. It has become customary to bring together in this part of the Financial Statement the figures of capital expenditure on railways during the last five years and the similar estimate for 1911-12. I accordingly present the table as usual; it includes all capital outlay whether incurred by the State or through the agency of guaranteed or assisted Companies :—

	1906-1907.	1907-1908.	1908-1909.
	£	£	£
Open lines including rolling stock ...	5,948,067	7,328,000	8,582,741
Lines under construction—			
(*a*) Started in previous years ...	3,526,066	3,006,800	1,366,200
(*b*) Started in current year	176,667	.....	146,130
	9,650,800	10,334,800	10,045,071

	1909-1910.	1910-1911 (Revised).	1911-1912 (Budget).
	£	£	£
Open lines including rolling stock ...	6,532,441	5,724,400	6,357,400
Lines under construction—			
(*a*) Started in previous years ...	1,482,962	2,197,000	2,382,600
(*b*) Started in current year ...	369,291	403,700	760,000
	8,384,694	8,325,100	9,500,000

40. On the 31st March 1910, the total length of open lines was 31,614·35 miles classified according to gauge as follows:—

5′-6″ gauge	16,340·06
Metre	13,398·54
Special gauges (2′-6″ and 2′)	1,874·85
Total ...	31,614·35

During the current year we have added to these approximately the following mileage :—

5′-6″ gange	410·98
Metre...	350·45
Special gauges (2′-6″ and 2′)	162·84
Total ...	924·27

During the ensuing year it is intended to increase this length by 710·72 miles.

41. In the current year the return on the capital at charge amounts to 4·56 per cent, as compared with 4·48 in 1909-10, 3·69 per cent. in 1908-09 and 4·75 per cent. in 1907-08. The rate of interest which we have taken for the year on the debt chargeable to railways is 3·358 per cent.

The current year has been more favourable than last year and the traffic returns show that there will be a large improvement over the Budget estimates. The improvement is largely due to the acceptance by the railway administrations of the reasonable limitations imposed by budget provision. The grants for working expenses, etc., are likely to be smaller than the Budget estimate by £418,900. If we take the railway revenue account as a whole and set the interest charges, the annuities and sinking fund payments, and the minor debits (cost of land, etc.), against the net earnings, we find a surplus of £1,954,400 which accrues to general revenues. Last year there was a net gain to the State of £824,900.

42. In the Budget of next year provision has been made for an increase in the gross receipts over the current year in view of the prospects of favourable crops and of the extra traffic expected in connection with the Coronation Durbar and from the opening of new lines and branches. Provision for working expenses has also been put up a little higher on account of improvements in permanent-way, rolling-stock and bridges. It is expected that the net surplus after providing for interest charges, which show an increase on account of growth of capital, will be £1,849,000.

Irrigation.

43. The financial position of our great Irrigation undertakings may be gathered at a glance from the following table, which carries

on and brings up to date the information that it has been customary to give in previous Financial Statements :—

	1907-1908.	1908-1909	1909-1910.	1910-1911. Revised.	1911-1912. Budget.
Productive Works.	£	£	£	£	£
Capital outlay to end of year.....	26.978,016	28,002,898	29,145,119	30.370,637	31,652,094
Direct receipts	2,160,389	2,213,644	2,249,011	2,248,581	2,257,100
Land Revenue due to Irrigation..	1,035,088	1,084,773	1,111,158	1 188,300	1,199,367
Total	3,195,477	3,298,417	3,360,169	3,436,881	3,456,467
Working Expenses	981,804	1,011.140	1,065,481	1,085,898	1,062,780
Interest	905,887	930,708	960,829	1,001,851	1,045,170
Total	1,887,691	1,941,848	2,026,310	2,087,749	2,107,950
Net Profit.	1,307,786	1,356,569	1,333,859	1,349,132	1,348,517

	1907-1908.	1908-1909.	1910-1911.	1909-1910. Revised.	1910-1911. Budget.
Protective Works.	£	£	£	£	£
Outlay on construction to end of year	2,382,055	2,736,094	3,112,121	3,466,121	3,944,851
Direct Receipts	47,625	33,980	58,066	48,919	63,700
Land Revenue due to Irrigation ..	5,445	6,271	6,230	11,000	11,733
Total	53,070	40,251	64,296	59,919	75,433
Working Expenses	22,205	25,449	28,730	29 702	36,020
Interest.....	75,025	86,619	97,882	110,449	124,430
Total	97,230	112,068	126,612	140,151	160,450
Net Loss	44,160	71,817	62,316	80,232	85,017
Minor Works and Navigation.					
Direct Receipts	232,045	219,334	235,691	236,300	245,200
Expenditure.....	838,728	879,339	889,435	907,982	938,143
Net Loss	606,683	660,005	653,744	671,682	692,943

44. On the 31st March 1910, 55,274 miles of main and branch canals and distributaries had been constructed, commanding nearly 47 million acres of culturable land, the area irrigated in 1909-10 being 21,976,846 acres. The productive works during that year yielded a net return of 7·87 per cent. on the capital outlay of £29

millions after paying all charges exclusive of interest. The net profit to the State was £1,334,000. The revised estimate for 1910-11 shows a net profit of £1,349,000 on productive works and a net return on capital outlay of 7·74 per cent.

45. On the 31st March 1911 we expect to have 55,857 miles of main and branch canals and distributaries constructed to command 49,829,700 acres of culturable land. It is expected that an area of 21¾ million acres will be irrigated during the year. In addition to the canals in operation, there are altogether 51 projects which are either under construction, awaiting sanction or being examined by the professional advisers of the Government. Of these 22 are productive and 23 protective. They are designed to irrigate 7 million acres, and 2·24 million acres, respectively, at a total capital cost of about 34 and 16 crores, respectively. The former are expected to yield a net return of 7·31 per cent. on the outlay.

46. Although no very important works were sanctioned during the year, a number of schemes of the first magnitude have been under the consideration of the Government of India. Satisfactory progress continues to be made in the construction of the three canals comprised in the Triple canal project in the Punjab. As foreshadowed in last year's financial statement, the original estimate of cost has been seriously exceeded, the excess amounting to Rs. 254 lakhs or 32·5 per cent. over the original estimate. This large excess was due in some measure to the want of adequate provision for certain necessary requirements, but principally to a marked change in the economic conditions of the Punjab which raised the labour rate by about 50 per cent. This was due mainly to the great diminution of the population as the result of the ravages of plague, but other causes which affected the labour rate were the absorption of large numbers of the agricultural classes in tracts opened out to cultivation on the lately completed canals, and the keen demand for labour for agricultural operations, railway construction, etc. Mr. Renouf, Director of Agriculture, Punjab, who investigated the subject a year ago, came to the conclusion that the labour rate had doubled in the preceding 20 years, that the greater portion of the advance occurred in the last 10 years, and that the rise was most marked in the last 5 years of that period. The probable years of opening of the three canals are as follows:—

Upper Chenab canal	1913-14.
Upper Jhelum canal	1914-15.
Lower Bari Doab canal	

47. The execution of the Upper Swat canal in the North-West Frontier Province is proceeding satisfactorily. The tunnel through the Malakand range of hills will be about 10,000 feet in length and some 1,430 feet have now been excavated. The drilling is effected by power derived from a hydro-electric installation on the Swat River. Irrigation will probably be commenced on completion of the tunnel on which the average rate of progress is 7 feet a day. The additional storage reservoir at Dhukwan on the Betwa canal, United Provinces, and the Shwebo canal in Burma were finished during the year. Work on the Pahari Dam on the Dhassan river, the Pahuj storage reservoir, both in the United Provinces, and the Môn canal system in Burma is far advanced.

48. The following important projects have been received and are now before the Government of India :—

Province.	Name of Project.	Estimated Cost (Direct and indirect.)	Classification as proposed by local Govt.
		Rs.	
Madras	Cauvery reservoir project	3,85,00,000	Productive.
Bombay	Sukkur Barrage	2,19,34,767	
	Rahuri Left Bank canal	4,49,75,788	
United Provinces ..	Ghaggar canal	35,04,454	
Burma	Twante canal (Navigation canal) ..	72,80,973	
Central Provinces ..	Mahanadi canal	96,30,217	
	Weinganga canal	38,03,204	

Of these the Twante canal scheme, which is designed to improve an important trade route in Lower Burma, has been submitted for the sanction of the Secretary of State.

The important scheme for the introduction of perennial irrigation in Sind, of which the Sukkur Barrage will be the pivot, has already been alluded to in previous Financial Statements. The project is now being examined by the Inspector General of Irrigation.

The Cauvery reservoir project contemplates the construction of an immense dam of dimensions not approached in any other similar work in the world. The dam will attain a maximum height of 201 feet and an average height of 113 feet. It will impound sufficient supplies to irrigate an area of 4,73,000 acres, and will bring into existence a vast artificial lake having a water spread of 58 square miles.

Provincial Finance.

49. In the realms of financial administration, by far the most important event of the coming year will be a notable change in the financial relations between the local Governments and the Government of India; and I must now ask the indulgence of the Council while I describe this change in some detail. To an audience like the present, it would be superfluous to explain how the financial powers of the local Governments are based upon what are known as the provincial settlements. Opinions may differ as to whether our settlement system is the ideal method of dividing the public revenues of India between the central government and the administrations of the different provinces. For good or ill, however, the settlement system is with us; it has been developed and improved by long experience; and there cannot now be any question of throwing it over and searching for some alternative means of providing the provincial Governments with the resources which are necessary for the duties entrusted to their care. It is the provincial settlement therefore that we are using as the vehicle for the important reform which I am about to describe.

50. Dating from Lord Mayo's viceroyalty four decades ago, the settlements for many years were quinquennial contracts, and their periodical revision was a fertile cause of friction and improvidence and waste. In 1904 Sir Edward Law succeeded in investing them with greater permanence. They were no longer to be quinquennial; and although the Government of India reserved the power of revision, that power was to be exercised only when a settlement had become unfair to the central Government or to other provinces or to the province itself, or when the Imperial Government was faced with the alternative of levying benevolences or increasing taxation. The local Governments were thus to be given a permanent interest in the revenue and expenditure under their control. Their share of the growing revenues was to be somewhat smaller than before; but it was to be so calculated that each province separately, and all the provinces taken together, were to be placed in possession of an amount of growing revenues which should bear the same proportion to the provincial expenditure as the Imperial share of growing revenues bore to the Imperial expenditure. The Government of India, as the final authority in India responsible for its finance and administration, retained the power to alter the settlements, but would use it only

in the most exceptional circumstances. The new departure, as Sir Edward Baker said with permissible pride in describing it, was fraught with important and far-reaching consequences. Of these consequences one of the most important, as we can now see, was the impossibility of standing still, the certainty of further development. In a minute which Sir Edward Law recorded at the time, he wrote:—

"I am in full sympathy with the principle of encouraging the financial independence of local Governments. The arrangements now made will tend in the right direction; we are perhaps taking as big a step as is for the moment prudent, but I am convinced that we are still a long way from having attained all our desirable results. The whole question will, I anticipate, come up again in a few years and we may fairly hope that when it does, another considerable advance will be made towards the desired goal."

The prophecy has come true; and it is the further step which my predecessor foresaw that we are now taking.

51. A critic of our financial history would find some grounds for questioning the permanency of the status which was conferred on our settlements seven years ago. The new series of *quasi*-permanent settlements was concluded, except for Eastern Bengal and Assam, in 1907; but almost before the work was finished, a complete revision was found necessary for the United Provinces and a substantial re-adjustment took place in Madras. Large subsidies had to be made to several provinces; in some cases, it is true, as a sequel of famine, but in others with no such justification. Burma has suffered considerable, though I hope temporary, inconvenience under its new settlement; Bengal has come to the verge of bankruptcy; and even from some of the more fortunate provinces hints have not been wanting that greater Imperial generosity is expected. It would sometimes seem as if permanency were a misnomer, and the contractual liability imposed by the settlements had been forgotten. My own view is that, although the settlement obligations might at times have been more rigorously enforced, this period of trial and transition has been of great value to us. It has enabled us to test the different settlements thoroughly, to find out their weak points and to estimate the conditions requisite for genuine permanence. When the time came therefore for us to take up the whole question on a review of the Decentralization Commission's report, were

in a position, especially after full consultation with the local Governments, to lay before the Secretary of State, with some confidence, our conclusions as to the defects in the existing settlement system and their appropriate remedies. The Secretary of State has now accepted our recommendations, and I am thus able to place before the Council the general scheme of the new arrangements.

52. The financial settlement with each of the eight major provinces will in future be permanent. Widespread famine, whose periodical visits still defeat all our calculations, will have to be met, when necessary, by special arrangements for the succour of a distressed province from Imperial funds; and on the other hand the Government of India may at times be compelled to call on the provinces for assistance in case of a great war or in a grave financial crisis. Apart from these wholly special emergencies, however, the settlements will be fixed rigid and permanent. How far they will thereby differ from the existing arrangements, may best be described by showing what we mean the permanent settlements to imply in our dealings with provincial finances and budgets.

In the first place, we intend that a province shall not in future budget for a deficit in its current revenue and expenditure, unless it satisfies us that the excess expenditure is due to a wholly exceptional and non-recurring cause, and also, if the deficit involves a reduction of the provincial balance below the prescribed minimum that suitable arrangements will be made for the restoration of the minimum. It will not therefore be permissible for a local Government in future to run through its balances, build up a heavy overdraft on the general balances of India, and then have to be set on its feet again by Imperial benefactions. If, for any special and temporary reason, a local Government has exhausted its own balances and receives permission to overdraw, it will have to take a short loan from the Imperial exchequer and pay interest on it. If in the last resort a province finds it impossible to keep its growing needs within the resources provided by its settlement, it may have to consider the propriety of raising special provincial taxation. I am far from suggesting that further taxation is a desirable thing; but it may be better for India as a whole that a province should tax itself than that it should live on its neighbours.

53. These are the more restrictive consequences which a permanent financial settlement will carry with it. But the advantages will not all be on one side. The settlements will not debar the provinces from sharing in any surplus which the Government of India may be in a position to distribute in a good year. Moreover, the Government of India undertake that, when the fixed assignment of a province under its settlement becomes unduly high, it will ordinarily be converted, in whole or in part, into a share of growing revenue as soon as the state of the Imperial finances permits. Finally we shall no longer consider it necessary to exercise the same minute control over the budgetary arrangements of the provinces as has been the practice in the past. Our intervention and corrections will be confined to the total revenue and expenditure in the local Governments, and the figures of the few major heads in which the Imperial exchequer has a share.

54. Such then will be the characteristics of our settlements in future, and it is on these lines that the responsibility of each local Government for its own finances will be determined. Before starting the settlement system, however, on its new career, we considered it our imperative duty to overhaul the existing settlements thoroughly. This has been a most laborious task. Some of them have been the subject of complaint; and one or two of them have been working under unquestionable difficulties. A systematic review of them all was demanded, no less in courtesy to the local Governments than by our desire that the new arrangements shall be a success, and by our anxiety to relegate to the past whatever friction and discontent have been generated in our financial relations with the provinces. We have therefore subjected to the closest examination the position of each province and the history and antecedents of its current settlement. Our conclusions may be very briefly stated. In five out of the eight major provinces, the settlements have worked in a manner that indicates no flaws in the general lines upon which they were conceived. In Eastern Bengal and Assam, the settlement is new and almost untried; but we have no misgivings as to its success. In one province, Burma, there has been much inconvenience due to an over-estimate of its resources, which is now being slowly rectified. In the eighth province, Bengal—a settlement which began under the most favourable auspices—has had a gloomy and troubled career. In its earlier days, large balances were eaten up by hasty

and imperfectly considered increases in recurring expenditure ; and when the present Lieutenant-Governor sought to apply the methods of ordinary financial caution, his economies were in a great measure defeated by the effects of high prices and the costly campaign against crime.

55. Brief though it necessarily is, this summary indicates that the defects in our present settlements are individual and not universal ; and indeed the only generic fault in the system is the unwieldy size that has been attained by the fixed cash assignments in most of the provinces. To rectify this, to relieve those provinces where the financial position is now unsatisfactory, and to base the permanent settlements on a broad and stable foundation, has been the object of the changes and re-adjustments which are fully narrated in the Financial Secretary's explanatory memorandum.

56. From a purely financial point of view, the immediate effect of these changes is to convert fixed assignments amounting to the imposing figure of 3½ crores a year into growing revenue. In this way the normal annual growth of its resources in each province is brought much closer to the normal ratio of growth in its expenditure than has been possible in the past. It will now be the task of the local Governments to see that these all-important ratios are kept in steady equilibrium ; for otherwise no settlement devised by the mind of man can save them from ultimate bankruptcy. It is not only by its immediate financial results, however, that the scheme that I have just been describing must be judged. It will also, I trust, be a measure of real decentralization and administrative reform. It will give local Governments a more abiding interest in managing and directing their own resources ; it will greatly reduce the occasions for interference by the central Government ; and it will stimulate provincial independence and self-reliance. To the Government of India also it ought to mean much. It will relieve us from the unforeseen and indeterminate liability to which the Imperial revenue were formerly exposed by the financial difficulties of any individual province. To that extent it frees our hands for the closer regulation of our Imperial expenditure ; and it enables us to lay down the lines of a consistent financial policy for the future. It marks a forward stage in the development of a political theory which has been

steadily pursued for the last forty years. But it implies something more than theory; for I believe that the new arrangements will be found to be liberal by the provinces; and I regard them as necessary injustice to ourselves and to the general taxpayer of India.

Ways and Means.

57. In last year's Financial Statement I described the constitution of our cash balances and the work that is thrown upon them. I need not repeat it all to-day. It was also explained that, apart from the ordinary domestic treasury business of the year, our chief transactions during 1910-11 were expected to be that we should raise a loan of 1½ crores in India and remit £15,500,000 to the Secretary of State in payment of Council bills; and that the Secretary of State would renew the whole outstanding £6,000,000 of India bills, raise further temporary debt in London to pay off the Indian Midland Railway's capital stock of £2,250,000, and complete the purchase of that concern by taking over the liability for its debentures. It was estimated that our closing balances would then be approximately 18·70 crores in India and 6½ millions in London.

58. Here also, as in our Revenue account, the actual position has turned out much better than our forecast. We floated our small rupee loan last July at the favourable rate of a fraction over 96. The Secretary of State carried through the purchase of the Indian Midland Railway and raised, partly for that purpose and partly for future use, £4,000,000 in India bonds, under promise to redeem them by annual drawings in eight instalments beginning from 1911-12. He has also reduced his floating sterling debt from 6 to 5 millions. Owing to the general strengthening of our resources we count on remitting to England, from our treasury balances alone, no less than £23,500,000 in Council bills; and we expect to close the year with roughly 18½ crores in our Indian account and 17 millions in London. So that our position at the beginning of next year will be unusually favourable. The high sterling balances maintained during the year explain the large Interest receipts to which I have already referred.

59. On the 1st of next April we estimate that our available cash balances, excluding the liquid gold held on behalf of the Gold Standard Reserve, will be £27,840,800 in India and England together.

During the year the chief demands upon them will be as follows :— The excess of current expenditure over current revenue, which is the nett result of an Imperial surplus of £743,800 and Provincial deficits of £1,456,400, will be £712,600. The capital expenditure under our sanctioned Railway programme for the year will be £9,500,000, while for productive Irrigation it will be £1,266,700. The redemption of Madras Railway and Indian Midland Railway debentures, which fall in during the year, will absorb £1,776,200. The first drawings of the 1910 Bonds will require £500,000, and it is proposed to withdraw £500,000 of India Bills, thus reducing our floating debt to 4½ millions. To meet these requirements, we expect that £1,123,300 will be the available surplus of the nett unfunded debt—service funds and savings bank depcsits, etc.—in India, and £188,500 will be the nett credit under a variety of deposit and remittance heads. The ample cash balances will be drawn upon to the extent of about £7,015,400 and the balance of our requirements, or £5,928,300 will be raised by borrowing, *viz.*, £1,333,300 or 2 crores, which will be the amount of our ordinary rupee loan in India, and £4,595,000 which the Secretary of State will float, partly on his own account and partly through Railway Companies. The closing balances will thus be 18¾ crores in India and £8,322,200 in England, exclusive of liquid gold held on behalf of the Gold Standard Reserve. The sterling balance is considerably higher than is usually required ; but it includes a large part of our excess Opium receipts, which will be kept in hand for the redemption or temporary debt at suitable opportunities.

60. During the current year the Secretary of State has 'earmarked' £2,545,000 in London against the payment of bills from the Paper Currency Reserve silver in India. He will also invest £600,000 in gold securities on behalf of the Gold Standard Reserve from the proceeds of bills, which we shall meet by drawing 90 lakhs from the silver branch of that reserve in India.

61. In 1911-12 it is the intention of the Secretary of State to draw bills upon our Indian Treasury to the amount of £15,825,000. As usual, he will sell additional bills so far as our resources may permit, if there is an effective trade demand for them. The foregoing announcements about loans and drawings are subject to the invariable reservations, the Secretary of State and the Government of India having full discretion to vary the amounts mentioned above in any way and to any extent that may be thought advisable.

Exchange and Currency.

62. In Exchange matters, the fortunate year is that which has no history; and such has been the case with 1910-11. The rate has been strong and reasonably steady throughout. After the enormous sales of Council Bills at the end of last year, and the continued heavy demand through April it was not unnatural that there should be a certain reaction, and some slackening did take place in May and June. But it was only for a few days that the rate touched gold point, and there was never any anxiety. To the student of our trade statistics, this gratifying stability will require little explanation; for at no time during the year has the balance of trade been otherwise than heavily in our favour; during the first quarter from April to June 1910 the excess of our exports was strikingly high. The import trade was strong though not abnormal, except, perhaps, for the heavy arrivals of gold; but it was completely overshadowed by the exceptionally large exports, particularly of rice, seeds and high-priced cotton. The total balance in our favour for the three months reached the unprecedently high figure of 22½ crores. In the second quarter, July to September 1910, the balance steadied down, as it always does at that season. The import of piece-goods increased notably, and large supplies of sugar arrived; but shipments of the gold grew easier; and on the other hand the export of rice, wheat, cotton and seeds continued very steady. In each of the three months the balance was favourable, and for the quarter the excess of exports was 7½ crores. The third quarter of the year, October to December, was a little weaker. Piece-goods continued active; large quantities of sugar came in and there were heavy imports of gold; while the outward trade sagged a little in jute, though it continued moderately firm for rice, cotton, wheat and seeds. The balance for the quarter was 5½ crores in India's favour. The satisfactory promise of the rice crop, and the high prices ruling for cotton and opium, suggest that the present quarter will be about as good as were the three opening months of 1910; and the active demand for Council Bills at the moment points in the same direction. If this expectation is realized, the year will have a remarkable record. Even in the first three quarters, as we have seen, the exports have exceeded the imports in value by 35½ crores, a figure which has never been approached in the same period before; and the result naturally has been a strong and favourable exchange.

63. It cannot have escaped the attention of those who are interested in such matters that, although the balance of trade in our favour between April and December 1910 was about 8 crores higher than in the same periods of 1905 and 1906, the amount of Council Bills sold was considerably smaller. In spite of the many and obvious reservations with which it must be applied, the connection between the Secretary of State's drawings and the balance of India's private trade is a law of obvious generality. When, therefore, we find the balance to be 35½ crores in our favour during a period in which the Council have sold Bills for only 25¼ crores, there is clearly some indication of a change in the ordinary routine of our external finance. There has ,no doubt, been slackness in the money market, owing in part to the year's requirements having been somewhat freely discounted by the unusually heavy remittances last March. But other causes must have been at work, and if the movement is not a merely temporary phenomenon, its development may be full of interest.

64. Another remarkable feature of our trade requirements this year has been the striking economy in the use of our rupees. In previous years, when our exports were being financed by heavy Council drawings and imports of sovereigns, the absorption of rupees was correspondingly high. In the last three years of normal exchange, for example, *viz.*, 1905, 1906 and 1909, the net loss of rupees from our Currency Reserve between April and December was 10 crores, 13 crores and 9 crores respectively. Between April and December 1910, so far from a large absorption, there has actually been a small net return of rupees from circulation. This entire reversal of the usual order of things has left us in an infinitely stronger silver position than the ordinary student of our financial system could ever have anticipated ; and I fear that it has been a grievous disappointment to those interests in the market which calculated on the Government of India being speedily compelled to resume the coinage of rupees on an extensive scale.

65. Closely associated with this unexpected strength in our currency reserve are two other notable features in the year's finance ; and with a few remarks on them I shall bring my speech to a close. The first is the relatively small import of sovereigns as compared with the gold bullion which has been coming into the country. During the first nine months of the year the total imports of gold in

all forms was close on £ 10 millions in value, out of which less than £ 3 millions were in coin. Under conditions which we had come to regard as normal, virtually the whole of these £ 3 millions would have been presented at our Currency offices and treasuries, and exchanged for rupees. As a fact, the greater share of it does not appear to have come to us either directly or indirectly; and it is believed to have passed straight into consumption. Combining this with the heavy absorption of gold bullion, I think we may assume that a change—how it may be but of no small economic moment—is coming over the savings of the people. It is unsafe to speculate how far the coined gold which we import is working into active circulation; but that a large quantity of hitherto inert silver currency has been brought into use during the last year or so, seems incontestable, and to that extent the necessity for further additions to our coinage from new silver has been averted.

66. The other point to which I wish to allude briefly is one that lends itself to more definite treatment. I refer to the gratifying increase in the use of our currency notes. I will give the net total of our paper circulation for the last five years, after eliminating the holdings in our Reserve treasuries and in the balances at the head offices of the Presidency Banks:—

Net Circulation in crores.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11 (Ten months.)
Average	35·92	36·47	34·84	38·88	40·35
Maximum	38·89	38·14	36·85	42·56	41·96
Minimum	33·08	34·91	32·88	36·07	38·52

The steady upward march of these figures, barely checked by the serious depression of 1908, inspires me with considerable hope for the better organization of our currency and, may I say, of indigenous capital generally. Our new universal notes have, I believe, contributed materially to the growing popularity of our paper currency; some minor defects in their form, which have been brought to our notice, will shortly be removed; and the further extension of their use is being carefully considered. Meanwhile, the growth in the true circulation is so steady and assured that we now think it would be prudent to increase the fiduciary share in it, or in other words to enlarge that portion of the Currency Reserve which is held invested and not in actual coin. I hope therefore to introduce a Bill next week, which, if it becomes law, will enable us to raise the amount of securities included in the Reserve from 12 to 14 crores.

Conclusion.

67. In many respects the past financial year has been more akin to a normal year than any since I have been in India. We have been blessed with a bounteous harvest, peace has not been broken, trade has shown appreciable recuperation, financial returns have been good and better than all, the dark cloud of internal trouble has lifted. We have much to be thankful for, and we may reasonably anticipate in the coming year, a continuance of Divine favour.

The one cause for anxiety is the heavy loss of income which at no distant date we shall have to face through the loss of our opium revenue. I have no desire to dwell on the bitter controversy which in the past has raged around the opium traffic. We have accepted and we are loyally carrying out a policy which subordinates financial to ethical considerations. The Indian people will be called upon to make sacrifices in the interest of humanity. They are a sensitive and a sympathetic race, inspired by lofty ideals ; and I dare prophesy that they will not shrink from bearing their share of the burden since it will contribute to the uplifting of a sister nation.

GUY FLEETWOOD WILSON.

The 1st March 1911.

Gold Standard Reserve.

Extract from the Proceedings of the Council of the Governor General of India, held at Simla on Monday, 18th September 1911 :—

The Hon'ble Mr. Armstrong asked :—

"Will Government be pleased—

(1) to issue a statement showing the amount of the cash balance in the Home Treasury at the end of each month during the past ten years ?

(2) to state whether much larger cash balances are now held in the Home Treasury than formerly, and, if so, to state the reason for this, and also as to whether it is the intention of Government to still further increase the cash balances of the Home Treasury ?

(3) to state in what form the cash balances in the Home Treasury are lent out at interest, and give the amount, on the most recent date for which the information is available, lent out against the deposit of securities and the amount lent out without the deposit of securities?

(4) to state whether Government will lend to the money markets in India against the deposit of securities of approved character when their Treasury Balances are high?

(5) to state whether it is the intention of Government to further reduce the permanent silver section of the gold standard reserve, and, if so, to state whether it is the intention to discontinue the silver branch of the Reserve when the rupees now held in it are absorbed into the circulation?

(6) If Government should not be in possession of all the information asked for in the above questions at present, will they furnish such information at a future date?"

The Hon'ble Sir G. Fleetwood Wilson replied :—

"My Lord, the last paragraph of the Hon'ble Member's question lapses, inasmuch as I am prepared to give him the information he is asking for

"The answers to his questions are—

"1. The statement desired by the Hon'ble Member is laid on the table. It excludes sums held in cash on behalf of the Gold Standard Reserve.

"2. (*a*) The cash balances are much larger than they usually were up to a few years ago.

"(*b*) The balances have been swollen in recent years by the following causes operating at different times singly or in combination :—

(*i*) the raising of loans before the closing of a financial year to finance the railway programme of the following year;

(*ii*) the inclusion of sums remitted in 1910-11 from our large opium receipts for the discharge of debt;

(*iii*) heavy sales of Council Bills and Telegraphic transfers in excess of the requirements of the Home Treasury.

"The Hon'ble gentleman is also, no doubt, aware that the cash balances now carry sums (not shown however in the statement which I have placed on the table) of approximately £1½ millions on account of the Gold Standard Reserve, in pursuance of the policy of keeping a portion of that Reserve uninvested.

"(*c*) There is no such intention, subject always to the usual consideration that Bills in excess of the Secretary of State's requirements may have to be sold to meet the legitimate demands of trade.

"3. The form taken by loans from the Home Treasury balance is twofold—

(*a*) to approved borrowers on the security of Indian railway debentures and British funds; and

(*b*) on deposit with approved Banks.

"The amounts so lent on the 31st of last month were—

(*a*) £ 9,850,000; and

(*b*) £ 7,250,000.

"4. The Government of India, as the Hon'ble Member is aware, leave considerable sums out of their Indian cash balances on deposit with the Presidency Banks. They do not consider it advisable to make a practice of lending to the money markets in India, in any other manner or to any larger extent.

"5. It is not our intention at present to make any further reduction in the silver branch of the Gold Standard Reserve; and it is not our intention to discontinue the silver branch."

Balances in the Home Treasury at the end of each month.

—	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.
	£	£	£	£	£
April	3,761,057	5,825,063	4,656,879	6,508,328	10,899,570
May	5,154,965	5,976,810	5,414,054	8,334,744	10,494,533
June	4,331,325	7,132,324	6,108,454	8,298,010	9,705,296
July	1,762,972	5,109,808	4,475,854	5,922,648	7,333,961
August	3,485,946	6,269,514	5,818,453	6,587,310	7,940,650
September	3,795,240	6,644,245	6,073,127	7,653,843	9,746,334
October	3,294,806	5,170,015	5,160,201	7,209,986	9,237,918
November	4,125,260	5,501,605	5,278,236	8,521,633	9,788,747
December	4,650,257	5,773,827	5,142,011	10,511,956	8,951,646
January	4,004,088	4,235,206	5,518,596	8,691,529	6,198,259
February	5,381,599	5,459,215	5,837,325	10,339,671	7,882,149
March	6,693,137	5,767,787	7,294,782	10,262,581	8,436,519

—	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.
	£	£	£	£	£
April	6,331,004	5,139,620	2,192,008	9,599,080	13,432,757
May	6,541,006	6,650,057	3,167,994	9,847,066	13,753,189
June	7,371,235	7,880,604	4,306,334	10,581,799	14,299,184
July	4,632,524	5,969,918	2,380,227	8,526,345	13,202,745
August	6,190,492	5,184,517	1,462,459	7,879,826	13,282,984
September	7,769,819	4,227,867	3,163,193	7,292,205	14,249,361
October	5,984,422	3,452,150	1,317,160	5,065,663	12,752,135
November	5,505,300	3,165,945	1,236,308	5,148,631	14,818,739
December	6,735,857	4,065,628	5,222,304	7,587,898	14,409,659
January	4,850,802	3,484,938	5,128,480	8,035,762	15,008,525
February	7,072,976	4,797,306	6,991,141	10,604,714	15,423,003
March	5,606,812	4,607,266	7,983,998	12,799,090	16,697,245

White Phosphorus Matches Prohibition Bill.

Extract from proceedings of the Council of the Governor General of India held at Simla on Friday, 22nd September 1911.

The Hon'ble Mr. Armstrong—"My Lord, I desire to make a few observations on this Bill, not because I would in any way object to its introduction, but in the hope that my remarks will be considered by those in charge of the measure before it comes up for final disposal in Calcutta. Before dealing with the question, I would, however, express my acknowledgment to the Hon'ble Mr. Clark for postponing introduction till to-day. It was originally intended to introduce the Bill on the 18th, to consider the Report of the Select Committee on the 18th, and presumably to pass the measure to-day. But on representation from the Bengal, Bombay and Karachi Chambers of Commerce, who have all asked for time for consideration, the Hon'ble Member has kindly postponed the introduction, and this will give ample time for the measure to be considered before it comes up for final disposal later on. The Bill itself is of some commercial importance. But, as I shall show later, it will affect consumers in this country far more than it will affect the manufacturers of matches and the imports of them into India. The Bill only came to my hand about a fortnight ago, but rumours that it was to be introduced were current earlier in the year, and some inquiries had been made; but I feel not sufficient as yet to enable the question to be very fully dealt with. From the third line of the Statement of Objects and Reasons, which says that it has been decided that India shall be a party to the Berne International Convention of 1906, the object of which is to prohibit the use of yellow phosphorus matches, I rather feared that this Bill was not to be discussed on its merits. But now that the Honourable Member has given time for consideration, the views of the commercial community can, of course, be gathered, and I have no doubt the question will be decided eventually at the next meeting in Calcutta, with due regard to the best interests of the people of this country in the matter. I have a perfectly open mind on the question. I only desire that we should have full opportunities before we pass the measure, which I am told will cause considerable inconvenience to the agricultural and labouring classes in India whose numbers it is difficult to reckon. The Statement of Objects and Reasons refers to the Berne Convention, and I understand that the desire that India shall now become a party to this

convention is only following the example of other countries. But the conditions in this country are vastly different to those in Europe, and a question which is perhaps of more importance is—have not the methods of manufacture developed in Europe? have not these methods vastly improved, since the signing of convention? From information supplied to me I understand that in the early eighties, when this question was first agitated, some matches were made by hand, and a disease of necrosis was very prevalent. After a year, or even before the signing of the convention, conditions rapidly changed; and now, at any rate in Sweden and Norway, where these matches are principally made in Europe, the disease has been practically stamped out, and most up-to-date machinery, with perfect methods of ventilation, is used. I have received letters from the London representatives of groups of factories, in one of which it is said, that under the perfect conditions under which sulphur matches are now made, all danger of necrosis may be considered as over, and in their works it is ten years since a case of necrosis occurred. In another the Report is very similar. This danger of necrosis is said to be very remote in well-ventilated factories, and by care and the preventive steps taken especially in Sweden, this disease has practically been stamped out. "It is many years since we had a case of necrosis in our factories. In our factories we employ about 4,000 hands." The letter goes on to say that in the United States of America similar legislation to that now proposed in India was suggested, but the measure was dropped when it was shown that the disease could be avoided by care in manufacture. Now the question I would ask is this—may not India benefit by the undoubtedly beneficial results of the Berne Convention if it can be shown that the people of this country really require this particular kind of match? It is not—cannot be—contended that the use of this match does any harm to the consumers, and if the extracts I have quoted are typical of the present conditions in Europe, we should not exclude such importation. It is said that one of the reasons for this legislation is that match manufacture is now beginning in India, and that it would be difficult to control it in the interests of the work-people. I am open to conviction as to this; but as we supervise and control other manufactures in this country, cannot we also control the manufacture of matches? They cannot be made and distributed in out-of-the-way places; and as we have heaps of factory inspectors, there ought to be no difficulty in formulating a scheme of control. Now, wherein

lies the hardship of prohibition? The figures of importation for all India I have not got, for the official returns do not distinguish between the different kinds of matches. From 1st January to 31st December 1909 nearly 37,000 cases of sulphurs were imported into Bombay from Europe and Japan, against 30,500 packages of safeties. The 1910 figures are 39,400 sulphurs against 30,000 safeties, from which it is clear that the sulphurs are very largely used. The conditions of manufacture in Japan, I regret, I do not know anything about; but as the industry there is comparatively a new one, in all probability the most up-to-date machinery is used. In the peculiar climate of this country, which differs so very materially from that of those countries which became a party to this convention, a match is required which does not go soft in the monsoon and will strike anywhere. The sulphur matches now imported fulfill these conditions, and it is because of this that they are so largely imported. They are, I believe, dearer than safeties, and it is not difficult to realize that to an agricultural labourer a match which strikes anywhere and will not deteriorate in the damp weather is the most valuable. I was told a few days ago by a Mahomedan—a man who knows a good deal of the conditions of life in this country—that when the labourers are leaving their villages in the morning, one of them will buy a box sulphurs, will distribute the contents among his fellows (say half a dozen to each), and thereby the day's need in this respect is provided for. The only alternative is, of course, a box of safeties for each man, the striking surface of which goes soft and becomes useless in the monsoon, besides which the tips of the matches also go soft and come off. I do not wish to enlarge on this, as it is a matter of common experience. Safeties are used mainly by Europeans and by people who dwell in the towns. Sulphurs are used by the agricultural and labouring classes in the districts. It has not yet been shown that an equally good match can be produced. My information on the point is this, that while it may be possible to produce a strike-anywhere match which would contain no sulphur, it would not be equal to the match now imported, and the price would probably be higher. An interesting point in connection with this question is that when the expedition for the relief of Khartoum was being sent down, the War Office decided that sulphur matches were the only suitable ones, and struck out safeties as unsuitable. My Lord, I am not in anyway antagonistic to this Bill, if good cause could be shown; but I think that close inquiries ought to be made

as to the present conditions of manufacture before we deprive the people of this country of a very serviceable article in constant daily use, and it is in the hope that this may be done that I have ventured to address the Council on this matter."

The Hon'ble Mr. Clark:—"My Lord, I think I ought to make a few observations on the very temperate and moderate speech which the Hon'ble Member has just delivered. I am aware, of course, that the conditions under which these matches are manufactured in Europe have very greatly improved, but the question is this. We are legislating for India and not for Europe; and we have to consider whether those conditions are applicable here, and whether we are likely to get the improved methods of European Factories in India. Honourable Members who know the conditions of this country better than I do will, I think, agree with me that it would be extremely difficult to get the Indian operative to take the necessary measures to avoid the danger of contamination. Whether, also, the factories here would be prepared to import elaborate automatic machinery is a further and doubtful question. If, as seems probable, strict regulations would prove effect prohibitive, it would certainly be simpler and fairer directly to prohibit the use of white phosphorus. Also the experience in Europe is not so entirely favourable as the Honourable Member suggests. Other countries have tried regulation and found it fail. We began in England by regulating the manufacture in 1900, but we joined the Berne Convention in 1908. Austria, which held out for a long time and which is a great match-manufacturing country, has now passed a law prohibiting the use of white phosphorus in manufacture.

"The Hon'ble Member has referred to the United States of America as one of the countries in which prohibition has not been found necessary. My information on this point by no means agrees with his. I have here the report of the last general meeting of the Committee of the International Association for labour legislation held in September 1910. It thus contains information fairly up-to-date. I will need a brief extract from the report.

"In the United States the prohibition of white phosphorus is expected in the near future, owing to the active initiative of the President of our American Section, Professor Farnam, and the Secretary, Dr. John B. Andrews. A joint investigation undertaken by the American Bureau of labour and our American Section covering 15 of the 16 American match factories, showed that where

15 cases of phosphorus necrosis were discovered by the Federal officials, the Secretary of the American Section found 80 cases by close investigations in the homes of the workers in 4 of these factories. The investigation showed that 65 per cent. of the workers were exposed to phosphorus fumes ; that 95 per cent. were women and 83 per cent. young persons under 16. The total number of workers in the 15 factories amounted to 3,591 persons, 2,024 of which were men, 1,253 adult women, 121 boys and 193 girls under 16. The inadequacy of the washing accommodation, ventilation, etc., was also revealed by the inquiry.

" That cannot be described as a very encouraging result.

" The Hon'ble Member also considers that the consumer will suffer by the prohibition of these matches. As to that I have already informed the Council of the countries where prohibition has already been effected, and where the climatic conditions must be at least as bad as in India. I have cited the case of the West African Colonies,—probably as wet a country as any in the world—and the case of Burma, where all matches, except safety matches, have been prohibited for the last 20 years. I submit therefore that there is no strong case for supposing that the consumer will suffer. And in connection with consumption there is another point which deserves mention. The Hon'ble Member says there can be no objection to permitting the use of these matches. I think that is a very debateable point. The matches contain a dangerous explosive (that was the reason for their prohibition in Burma). They also contain a dangerous poison, their use brings the poison within reach of the poorest.

" On this point too the example of other countries is of interest. Australia, where matches made with white phosphorus, are not manufactured at all, has prohibited their importation. Even a more striking instance is that of Sweden. Sweden is, I suppose, one of the largest match-making countries in the world. The manufacture of matches with white phosphorus is permitted there ; but it has only permitted on condition that the matches are exported. The Swedish Government do not allow their circulation in their own country."

Extract from the proceedings of the Council of the Governor General of India held at Calcutta on Friday, 1st March 1912.

The Hon'ble Mr. Armstrong said—"My Lord, I am very glad that

this amendment has been moved—an amendment by the way which merely asks for further time for consideration—and I shall support it because it seems to me that we are still at six and sevens over this Bill. When the measure was introduced in Simla, we were told that the object was to stamp out the disease of necrosis which was very prevelant among the workers. But since then inquiries have been made and it has been shown that, at any rate, in Sweden and in Norway, where these matches are made in Europe, the disease since the signing of the Berne Convention in 1906, has almost disappeared, owing to a very much better class of machinery, better methods of ventilation, better supervision, and so forth. From figures that have been supplied to me of the Norwegian Factories, I find that over a period of seven years ending last November the percentage of cases of necrosis was one-eighth per cent. of the total number of workers engaged in the factories, and very slightly under one-fourth per cent. of those who were engaged in the particularly dangerous parts of the work. This, of course, is, as I have said, over a period of seven years. We were also told at Simla that, so far as this country is concerned, there was a great danger of the heads of these matches being used to poison people ; but not a single instance was given us from any of the police reports for the past thirty or forty years, during which time these matches have been coming to India in very large quantities, to prove this statement. I do not think that there is any fear whatever of matches being used for this purpose, because I have been told on very good authority that in all probability it would require the heads of about 144 matches to effect this purpose. The heads would have to be very carefully detached from the sticks ; they would then have to be ground up into a fine powder before they were mixed in the food, and the taste would then be so abominable that no one would swallow it ; so I do not think there is the slightest fear of any one being poisoned by these matches. A third reason was that a case of necrosis had already occurred in this country. I must say I was astonished at this, and I was unable to deal with it at the time ; but I think it is fully dealt with in the report of the Chief Commissioner of the Central Provinces, whose Secretary when reporting upon the Bill writes as follows :—

'There are only two match factories in the Central Provinces. The one at Ellichpore in Berar is at present not working, but its manufacture will be confined in future to safety and pyrotechnic

matches, and it will, therefore, presumably not be affected by the Bill. The Amrit Match Factory at Kota, in the Bilaspore District however, produces 'the strike-any-where' match, which contains white phosphorus, and the proprietor has submitted a Memorial (a copy of which is forwarded herewith for the Government of India's consideration) protesting against the proposed legislation. In this Memorial mention is made of cases of necrosis said to have been reported by the Civil Surgeon at Kota ; but the memorialist appears to be under a misapprehension in this respect, for the Civil Surgeon has never known a case of this disease, and so far as can be ascertained 'phossy jaw' has never been met with in the province. In those circumstances a Bill with the object of eliminating absolutely the chance of necrosis appears to the Chief Commissioner to be in effect, so far, at any rate, as these Provinces are concerned, not so much an amelioration of existing conditions warranted by any practical necessity as a concession to humanitarian sentiment or possibly to trade interest. The concession in this case would, if the memorialist's representations are correct, be at the expense of a local industry which supplies, and has for eleven years supplied, without detriment to the health of its employes, a variety of matches undoubtedly far better suited to the requirements of the poorer classes, and much more widely in use among them than the safety match.

'The Chief Commissioner is unable to say how far the same consideration would apply to other parts of India, but he does not think that Government should go further than take legal power to restrict this kind of manufacture if and when it is shown to be prejudicial to the health of workmen in the conditions obtaining in match factories in this country.'

" I think this opinion of the Chief Commissioner on this question is of very great value. But, my Lord, notwithstanding all this, we were still asked to pass this Bill. So far as I can remember, all the arguments that were brought forward in Simla have now been disposed of. No doubt fresh arguments will be brought forward to-day, and, if so, then this amendment, if accepted by Government, will give us time for further consideration. No one in this country has asked for this Bill; no one wants it ; and nearly every one who has given consideration to this matter has reported against it.

The Chambers of Commerce are against it, because they see no necessity for it. I do not think the Chambers of Commerce are by any means unreasonable bodies. They are always very willing and very glad to support Government when the necessity has been shown; but in this case they consider that the case has not been proved.

"Now, no doubt, we shall be told later on that there are other 'strike-anywhere' matches which could very well take the place of those that we are now asked to prohibit. Whether this is so or not, I am unable, at the moment, to say; and if this statement is put forward it is another reason why the amendment should be agreed to, so that the point can be enquired into. But it is not so much a question whether a strike-anywhere match can be found to take the place of these we are now prohibiting; but whether these new matches will stand the damp of the Indian climate—the extreme damp of the monsoon in a great many parts of India. As the Honourable Sir Vithaldas Thackersey has told us, this is just exactly where the safety matches fail; and I think we—every one of us—know it from experience; and if these new matches will also fail in this respect, then I say there will be very great inconvenience to millions of workers in this country. The Royal Inspector of Factories in Norway has reported on this point as follows:—

'That so far as I know, it has not as yet been possible to produce an article without phosphorus that can replace the phosphorus matches, where such matches, considering the climate and other circumstances, cannot easily be dispensed with.'

"Well, now as regards local factories, I said in Simla that they could, I thought, be very easily controlled. Matches cannot be made in out-of-the-way places, and as I then pointed out every factory must be known, and it would be very easy to lay down regulations that a certain class of machinery must be used, that there must be proper and efficient methods of ventilation, that there must be supervision and inspection. I think there will be no difficulty in laying this down, and it would, I think, be infinitely better than the course it is now proposed we should take, that is, to limit absolutely the manufacture and the importation of such matches into India, these matches being, as I have said, cheap, suitable and in every way very desirable. A delay of a year seems to me, therefore, necessary for further enquiry and for further consideration; and if we are told of other matches which could take the place of these, for a thorough test of those matches during the monsoon months. I cannot see that this delay would do harm to any one: certainly not in this country, nor so

far as I can see, to any one either in the country of manufacture. I think it will be a very great mistake if this is not accepted by Government. It will give an impression among the commercial community that under a certain set of circumstances the commercial interests of this country are apt to be put aside and not properly considered ; and as a few years ago, we formed a special Department of Industry and Commerce to look after, develop and take care of our trade, I think it would be a very great pity if an impression of this kind were to get abroad."

Life Assurance Companies Bill.

Extract from the Proceedings of the Council of the Governor General of India, held at Simla, on Friday, 22nd September 1911.

The Hon'ble Mr. Armstrong said :—My Lord, I am very glad to see the introduction of this Bill. The question, I know, has been a very troublesome one, but I think the measure is very necessary to the best interests of assurers in this country. I think, however that the Bill might be strengthened in some particulars. For instance, I think it would be very advisable that a certain percentage of the life assurance fund should be invested in trust securities ; and also that where a company carries on other business, the life assurance fund should be separately invested. I am unable on this occasion to deal with the other points in the Bill : but I hope that the two suggestions I have made will be considered before the matter comes up for final disposal."

Indian Stamp (Amendment) Bill.

Extract from the Proceedings of the Council of the Governor General of India, held at Simla on Friday, 22nd September 1911.

The Hon'ble Mr. Armstrong said :—" My Lord, I am also very glad to see the introduction of this Bill, and I hope it will be passed without any hesitation. During the past eighteen months a very great deal of additional work has been thrown on those who handle such small bills, the fullest advantage having been taken of the reduced duty on small amounts."

Budget Debate.

Extract from proceedings of the Legislative Council of the Governor of Bombay, held at Poona on Wednesday, 26th July 1911.

The Hon'ble Mr. W. L. Graham said :—Your Excellency, the Honourable Mr. Rahimtoola in his remarks yesterday referred to the

matter of racing. In doing so, he drew prominent attention to the cheap rates, and the great facilities afforded by the Railway, in providing Race Specials for the public, enabling many in Bombay to attend the races here, and to return to Bombay on the same evening.

He attributed this to the amount of gambling that goes on and implied that the activity displayed and the facilities thus afforded by the Railway would be better employed in other directions. That gambling goes on the race-course is undoubted ; but, Sir, I am afraid that that is a weakness of human nature, and those addicted to gambling will gamble, if not on a race course. But many who attend the races, do not gamble at all ; and it must be borne in mind that the races provide a very pleasant outing and holiday at this time of the year to many in Bombay, who benefit by the change in coming up here, and the Railway by their action confer a great benefit to the public, which is much appreciated. With the spread of races, no doubt, abuses have crept in, and the action of Government in concert with the Stewards of the Western India Turf Club, is welcomed by all those who have the truest interest of true sport at heart.

To turn to the Budget, it is gratifying to notice that a further substantial sum has again this year been put aside for educational purposes. Evincing the sympathy your Excellency and your Excellency's Government feel for this important matter, I hope that Government may see their way out of this sum materially to increase the salaries of teachers employed and so render their remuneration more commensurate with the great responsibility of their task. I understand that at present there are 100,000 teachers employed in primary education, whose salaries barely average Rs. 8 per month.

With such prospects, it is obviously impossible to draw the men whom one would wish to see and trust with the great responsibility of children's education. I attribute the slow progress of the educational movement largely to this fact.

The Honourable Mr. Gokhale is raising the banner of Compulsory and Free Education throughout India. While I sympathize most cordially with the principles and the patriotism that have prompted him to throw his great eloquence and undoubted ability into this cause, I doubt if India is ready for so great a step and I think that Mr. Gokhale's scheme must for the present remain a goal for the future. Before the adoption of so vast a scheme, I hope that Government will first concentrate the funds available in improving the prospects of teachers and the status of schools that already exist and continue the sound and steady progress which is being made in this Presidency.

Another point to which I would beg to draw your Excellency's attention is in respect to the salary of the Senior Physician at St. George's Hospital. I hope this may be materially increased, so as to enable the employment of the most skilled and senior physician available to devote his whole time solely and exclusively to the great work under his charge. This would be much appreciated by the public, who already are very grateful for Your Excellency's action in appointing Consulting Physicians and Surgeons.

Bill for the Registration of Medical Practitioners.

Extract from the Proceedings of the Council of the Governor of Bombay, held at Bombay, on Tuesday, 21st November 1911.

The Hon'ble Mr. W. L. Graham said :— Your Excellency, I have listened with great interest to the speeches of Honourable Members, but I am quite unable to follow the line of argument that has been pursued. I would point out to my active colleagues that in the Statement of Objects and Reasons for this Bill, it is laid down that it follows in general outline the English Act (21 and 22, Vict., c. 90), without, however, prohibiting in anyway the recovery of charges by unregistered persons. While, therefore, it places no direct restriction upon the practice of Indian *vaids* and *hakims*, it will improve the status of qualified medical men. The Honourable Gokuldas Parekh stated that there are a number of educated people in this country who prefer indigenous medicine and that he considered that indigenous medicine should not be put under any disadvantage. Your Excellency, I cannot see how this Bill affects such people. Nor can I agree with the Honourable Belvi that the introduction of this Bill will jeopardise the indigenous system of medicine, as the Bill is framed merely for the registration of duly qualified members of the medical profession—members who hold degrees—and not of *vaids* and *hakims*.

India is an old-fashioned country, and its customs do not change readily. Those who have been in the habit of consulting native doctors will continue to do so, whatever legislation may be passed. I therefore am unable to agree with Honourable Moulvie Rafiuddin's argument that, if a measure of this kind is introduced, native doctors and those who study indigenous medicines will die out.

The Bill has been put forward from the best motives—the weal and welfare of the public—and has been supported by the medical members of Council. I, therefore, beg to submit that it should be read for the first time and referred to a Select Committee, who will deal with the provisions of the Bill with the utmost care and consideration.

FINANCIAL STATISTICS.

NOTE ISSUE.	Rs.	RESERVE.	Rs.
Total amount of Notes in circulation on the 31st December 1911	56,17,65,945	Gold Coins and Bullion in India	12,57,29,879
		„ „ „ „ „ England	7,56,75,000
		Silver Coins in India	21,95,74,150
		„ Bullion under Coinage	7,86,970
		„ „ in transit between India and England	.....
		Securities held in India	9,99,99,946
		„ „ „ England	4,00,00,000
			56,17,,65,945
		Deduct—Amount due on Bills drawn by one circle on another	.....
	56,17,65,945		56,17,65,945

BALANCE OF THE GOLD STANDARD RESERVE on the 31st December 1911 in India and in England	£ 19,592,137	Rupees in India equivalent to (£ 1 = Rs. 15).	£ 1,934,302
		Cash placed by the Secretary of State for India in Council at short notice	973,434
		British and Colonial Government Securities and Corporation of London Bonds (cost price)	16,684,401
	19,592,137		19,592,137

COUNCIL BILLS. Amount in the Revised Estimate to be remitted to the Secretary of State during 1911-12	£ 27,088,300	Remitted from 1st April 1911 to 31st March 1912 by Council Bills*	£ 27,057,278
			27,057,278
		Add—Amount not remitted	31,022
	27,088,300		27,088,300

* Of this sum £1,988,300 has been taken to the account of the Currency Reserve.

BALANCE IN THE RESERVE TREASURIES of the Government of India on the 26th December 1911	Rs. 3,25,45,227

BALANCES HELD IN CASH IN THE CIVIL TREASURIES of the Government of India and at Credit of the Government in the Presidency Banks and their Branches on the 31st December 1907 ...	Rs. 11,84,19,000
" " " " " " " 1908 ...	" 9,32,99,000
" " " " " " " 1909 ...	" 10,16,84,000
" " " " " " " 1910 ...	" 13,17,85,000
" " " " " " " 1911 ...	" 14,60,61,000

COINAGE OF SILVER IN INDIA—(Bombay and Calcutta Mints)	Official Year, 1908-09.	Official Year, 1909-10.	Official Year, 1910-11
Whole and Small Coins	Rs. 4,41,26,252.	Rs. 3,72,04,862	Rs. 3,63,68,739

NET PROFIT ON COINAGE for the year ending 31st December 1911	*Nil*

	Rs.
AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers on 31st March 1907	16,49,16,000
" " " " " " " " " 1908	15,23,18,000
" " " " " " " " " 1909	14,43,66,433
" " " " " " " " " 1910	15,21,19,933
" " " " " " " " " 1911	12,79,60,733
" " " " " " " " " 1912	11,74,06,033

Value of the Imports and Exports of Gold and Silver Coin and Bullion into and from India during the year ending 31st December 1911.

IMPORTS.

FROM	GOLD.			SILVER.		
	Private.	Government	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom ..	14,18,79,870	....	14,18,79,870	11,18,18,955	720	11,18,19,675
France	62,84,040	....	62,84,040	....	....	....
Austria-Hungary ..	1,24,905	....	1,24,905	465	.....	465
Malta	3,32,175	....	3,32,175	....	.....	....
Turkey, European..	....	....	....	....	....	....
Turkey in Asia ..	57,27,075	....	57,27,075	9,19,620	....	9,19,620
Aden and Dependencies	62,87,820	....	62,87,820	1,890	9,960	11,850
Arabia	.....	.....	.....	7,53,240	....	7,53,240
Bahrein Islands ..	....	....	....	1,72,245	....	1,72,245
Persia	....	....	....	8,13,645	4,02,330	12,15,975
Ceylon	9,79,440	....	9,79,440	12,02,535	....	12,02,535
Straits Settlements..	30,44,910	....	30,44,910	68,745	....	68,745
Siam	....	....	....	1,03,590	....	1,03,590
China	59,03,460	....	59,03,460	19,44,615	....	19,44,615
Japan	..	....	....	....	.....	....
Egypt	7,63,15,050	....	7,63,15,050	19,545	.. ..	19,545
Cape Colony	.....	....	....	....	....	....
Natal	2,83,005	....	2,83,005	....	....	....
Africa, East	....	....	....	2,05,005	.....	2,05,005
Mauritius and Dependencies ..	....	....	....	....	....	....
United States of America.	....	....	....	3,94,995	....	3,94,995
Australia (including New Zealand) ..	10,30,00,305	....	10,30,00,305	83,00,595	....	83,00,595
All Other Countries..	3,40 155	....	3,40,155	180	....	180
Total ..	35,05,02,210	....	35,05,02,210	12,67,19,865	4,13,010	12,71,32,875

EXPORTS.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Exports to all Foreign Countries.	96,77,085	....	96,77,085	5,86,08,765	57,450	5,86,66,215
Balance retained by India	..	..	34,08,25,125	..	..	6,81,66,660

Total Imports of Treasure (Private) from Foreign Countries and Indian Ports into Bombay during the year 1911
(*From 1st January to 31st December 1911.*)

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	10,68,67,304	3,23,47,583	30,381	9,42,64,040	.....	26,763	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	38,400	66,99,090	1,32,591	.....	.....	609	.....
UNITED STATES—							
San Francisco and New York... ...	.....	.....	.....	3,95,000	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	44,00,786	4,72,62,000	.....	7,18,100	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	11,280	.....	.....	18,40,000	250	30,505	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	7,59,43,094	42,391	.....	.....	14,020	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	755	1,915	.....
OTHER FOREIGN PORTS	17,130	73,76,629	50,18,760	.....	.....	28,90,812	5
ALL INDIAN PORTS...	.....	6,495	.....	60,228	7,894	1,94,275	2,200
Total Imports from 1st January to 31st December 1911... ...	11,13,34,900	15,96,34,891	52,13,623	9,72,77,368	8,899	31,58,899	2,205
Imported same time last year ...	10,71,22,798	11,44,33,703	31,62,748	8,25,47,703	23,215	25,95,535	1,714

Total Exports of Treasure (Private) to Foreign Countries and Indian Ports from Bombay during the year 1911.

(*From 1st January to 31st December* 1911.)

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	3,32,16,192	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	41,391	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	.....	4,15,40,197	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	.....	.....	.....	.....	7,900	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	7,09,392	19,91,178	32,398	.....	92,25,702	54,956
ALL INDIAN PORTS	.....	.....	.....	74,819	.....	3,25,050	.....
Total Exports from 1st January to 31st December 1911	3,32,16,192	7,09,392	20,32,572	1,07,217	4,15,40,197	95,58,652	54,956
Exported same time last year ...	3,30,96,513	40,03,394	3,51,872	12,55,526	57,91,420	84,74,295	6,250

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000's omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American War. In '63 & '64 Bombay imported cotton from China.		1888 ...	1,472	893	58	951	500	1,451
1865 ...	...	1,065	1	1,066			1889 ...	1,851	1,286	46	1,332	565	1,897
1866 ...	...	1,187	14	1,201	42	1,243	1890 ...	2,235	1,488	71	1,559	636	2,195
1867 ...	...	1,277	5	1,282	46	1,328	1891 ...	2,020	1,070	107	1,177	762	1,939
1868 ...	...	1,030	48	1,078	47	1,125	1892 ...	1,770	905	202	1,107	728	1,835
1869 ...	...	1,225	56	1,281	48	1,329	1893 ...	1,738	816	169	985	724	1,709
1870 ...	...	1,115	50	1,165	49	1,214	1894 ...	1,769	908	159	1,067	731	1,798
1871 ...	...	967	39	1,006	50	1,056	1895 ...	1,540	525	143	668	815	1,483
1872 ...	1,085	1,002	48	1,050	52	1,102	1896 ...	2,151	800	346	1,146	849	1,995
1873 ...	1,151	1,079	34	1,113	53	1,166	1897 ...	1,612	603	405	1,008	703	1,711
1874 ...	978	917	34	951	67	1,018	1898 ...	1,730	424	409	833	817	1,650
1875 ...	1,311	1,192	25	1,217	83	1,300	1899 ...	2,033	578	520	1,098	951	2,049
1876 ...	1,345	1,285	20	1,305	135	1,440	1900 ...	988	117	444	561	745	1,306
1877 ...	1,073	980	35	1,015	147	1,162	1901 ...	1,896	620	340	960	696	1,656
1878 ...	1,141	920	38	958	161	1,119	1902 ...	2,142	525	732	1,257	987	2,244
1879 ...	961	800	46	846	204	1,050	1903 ...	2,454	921	349	1,270	986	2,256
1880 ...	832	652	64	716	181	897	1904 ...	2,151	1,036	423	1,459	973	2,432
1881 ...	1,171	874	34	908	220	1,128	1905 ...	2,609	384	664	1,048	1,072	2,120
1882 ...	1,832	1,521	87	1,608	277	1,885	1906 ...	2,663	1,017	477	1,494	1,141	2,635
1883 ...	1,770	1,385	95	1,480	313	1,743	1907 ...	2,949	1,169	747	1,916	1,115	3,031
1884 ...	1,759	1,295	100	1,395	348	1,743	1908 ...	2,123	731	454	1,185	1,079	2,264
1885 ...	1,139	791	70	861	392	1,253	1909 ...	2,166	643	723	1,366	1,099	2,465
1886 ...	1,480	1,009	61	1,070	391	1,461	1910 ...	3,152	1,054	968	2,022	984	3,006
1887 ...	1,703	1,147	40	1,187	454	1,641	1911 ...	2,467	1,014	668	1,682	953	2,635

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1863 ...	2507	1862-63 ...	22,63,23,840	20,50,89,670	43,14,13,510
1864 ...	2958	1863-64 ...	27,14,55,900	22,96,25,810	50,10,81,710
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,93,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ...	35,70,57,830	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,972
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,592
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ...	38,88,73,403	5,30,07,224	44,18,80,627
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,07,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82,74,619
1881 ...	9894	1880-81 ...	53,08,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,38,724	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11655	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,722
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,360
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43,77,531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93,762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,680
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ...	73,51,65,042	9,58,12,084	83,09,77,126
1896 ...	20262	1895-96 ...	72,93,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	73,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63,288
1900 ...	24760	1899-1900...	75,30,44,785	20,97,36,851	96,27,81,636
1901 ...	25373	1900-1901...	80,89,40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60,829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904...	92,59,32,723	38,52,61,072	1,31,11,83,795
1905 ...	28295	1904-1905...	1,04,41,27,454	39,50,81,750	1,43,92,09,204
1906 ...	29097	1905-1906..	1,12,07,09,822	31,65,14,438	1,43,72,24,260
1907 ...	29957	1906-1907..	1,17,24,15,294	44,57,98,114	1,61,82,13,408
1908 ...	30576	1907-1908...	1,36,53,80,464	42,28,44,977	1,78,82,25,441
1909 ..	31490	1908-1909...	1,28,77,81,788	22,74,41,677	1,51,52,23,465
1910 ...	32099	1909-1910..	1,22,64,97,224	37,52,34,734	1,60,17,31,958
1911 ...	†.....	1910-1911 .	1,33,71,40,953	39,77,20,563	1,73,48,31,516

† Figures not received up to time of publication of this Report.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1863 ...	2507	1862-63* ...	47,85,96,450	1,11,11,400	48,97,07,850
1864 ...	2958	1863-64* ...	65,62,54,490	1,27,04,350	66,89,58,840
1865 ...	3363	1864-65* ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66* ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2,43,15,030	44,29,14,971
1868 ...	4008	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,21,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,39,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,53,091	57,98,45,496
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7322	1876-77 ...	61,01,38,912	4,02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33,228
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ...	9166	1879-80 ...	67,21,07,406	2,03,51,479	69,24,58,885
1881 ...	9894	1880-81 ...	74,54,09,072	1,44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17324	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ...	18510	1892-93 ...	1,06,57,46,715	6,95,89,237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06,51,48,540	4,10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4,25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,36,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,802	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,53,51,71,599	15,04,38,811	1,68,56,10,410
1905 ...	28295	1904-1905..	1,57,76,83,029	16,42,88,167	1,74,13,71,196
1906 ...	29097	1905-1906..	1,61,85,53,960	15,47,00,054	1,77,32,54,014
1907 ...	29957	1906-1907..	1,76,66,94,270	5,71,82,526	1,82,38,76,796
1908 ...	30576	1907-1908..	1,77,37,29 392	5,44,85,001	1,82,82,14,393
1909 ...	31490	1908-1909..	1,53,14,31,953	6,32,02,465	1,59,46,34,418
1910 ...	32099	1909-1910..	1,87,83,04,410	6,30,90,403	1,94,22,94,813
1911 ...	†.....	1910-1911..	2,09,22,06,017	7,12,84,621	2,16,34,90,638

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication of this Report.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1905-1906 *to* 1910-1911.

	1905-1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.	1910-1911.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
IMPORTS—						
Merchandise, Private.						
Bengal, Eastern Bengal and Assam ...	41,87,23,429	42,38,46,365	53,15,30,568	44,84,03,383	47,20,02,182	49,08,65,877
Bombay	36,52,63,734	38,06,18,214	44,81,60,812	40,43,14,617	39,54,29,958	47,35,44,096
Sindh	8,69,55,299	9,41,77,137	10,52,17,250	11,31,75,340	9,96,99,945	11,52,40,101
Madras	7,77,49,323	9,06,59,960	10,25,48,745	11,54,57,655	9,46,46,701	10,63,62,041
British Burmah	8,17,55,358	9,37,67,468	11,14,93,567	13,13,06,270	10,88,10,060	10,75,84,115
Total ...	1,03,04,47,143	1,08,30,69,144	1,29,89,50,942	1,21,36,57,265	1,17,05,88,846	1,29,35,96,230
Ditto Government Stores	9,02,62,679	8,93,46,150	6,64,29,522	7,51,24,523	5,59,08,378	4,35,14,723
Total Merchandise ...	1,12,07,09,822	1,17,24,15,294	1,36,53,80,464	1,28,77,81,788	1,22,64,97,224	1,33,71,10,953
Treasure, Private.						
Bengal, Eastern Bengal and Assam ...	6,05,52,741	8,55,37,483	7,47,84,261	3,58,41,082	5,46,65,370	5,07,52,780
Bombay	14,03,62,202	17,08,24,032	23,38,87,501	17,71,05,974	29,68,84,117	32,60,97,5 9
Sindh	86,42,037	57,44,464	87,83,456	58,71,089	82,69,519	1,12,00,265
Madras	38,09,693	80,85,382	88,31,138	68,95,809	1,29,92,754	71,96,596
British Burmah	8,50,522	18,18,497	19,17,936	6,04,577	14,48,975	17,85,611
Total ...	20,92,17,195	27,20,09,858	32,82,04,292	22,63,18,531	37,42,60,735	39,70,32,761
Ditto Government	10,72,97,243	17,37,88,256	9,46,40,685	11,23,146	9,73,999	6,87,862
Total Treasure ...	31,65,14,438	44,57,98,114	42,28,44,977	22,74,41,677	37,52,34,734	39,77,20,563
Grand Total of Imports ...	1,43,72,24,260	1,61,82,13,408	1,78,82,25,441	1,51,52,23,465	1,60,17,31 955	1,73,48,31,516
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal, Eastern Bengal and Assam ...	20,01,707	22,86,263	21,48,320	24,92,609	16,75,729	24,84,845
Bombay	2,76,60,311	2,57,09,016	2,90,42,132	2,30,36,111	2,63,38,158	3,26,28,662

Sindh	38,20,979	47,51,747	47,73,138	46,24,538	38,75,221	49,78,362
Madras	13,94,980	15,43,751	10,45,463	10,29,610	14,42,681	18,36,715
British Burmah	3,91,396	6,16,541	6,64,300	5,24,441	5,54,564	6,82,615
Total ...	3,52,69,273	3,49,10,338	3,76,73,353	3,17,07,299	3,38,86,353	4,26,11,139
(Indian Produce and Manufactures.)						
Bengal, Eastern Bengal and Assam ...	70,43,50,564	82,57,99,548	73,64,24,409	70,88,25,371	74,51,35,615	82,59,02,628
Bombay	45,73,65,564	42,76,41,472	45,89,80,122	39,80,03,709	52,91,91,833	59,77,66,803
Sindh	11,09,32,453	15,31,76,102	17,60,85,027	8,14,22,068	21,54,14,577	20,65,41,947
Madras	15,45,56,659	17,26,16,896	18,61,76,091	18,15,62,482	19,37,07,423	20,89,63,213
British Burmah	15,49,44,490	15,14,70,808	17,71,16,569	12,87,61,013	16,01,37,182	20,96,24,446
Total ...	1,58,21,49,730	1,73,07,04,827	1,73,47,82,218	1,49,85,72,643	1,84,35,86,630	2,04,87,99,037
Total Fgn. and Indian Merchandise exported.						
Bengal, Eastern Bengal and Assam ...	70,63,52,271	82,80,85,532	73,85,72,729	71,13,15,980	74,68,11,344	82,83,87,473
Bombay	48,50,25,775	45,33,50,488	48,80,22,254	42,10,39,820	55,55,19,991	63 03,95,465
Sindh	11,47,53,432	15,79,80,849	18,06,58,165	8,60,46,596	21,92,89,798	21,15,20,249
Madras	15,59,51,639	17,41,60,647	18,72,21,554	18,25,92,092	19,51,50,104	21,07,99,928
British Burmah	15,53,35,886	15,20,87,349	17,77,80,869	12,92,85,454	16,06,91,746	21 03,07,061
Total ...	1,61,74,19,003	1,76,56,15,165	1,77,24,55,571	1,53,02,79,942	1,87,74,72,983	2,09,14,10,176
Ditto Government Stores	11,34,957	10,79,105	12,73,821	11,52,011	8,31,427	7,95,841
Total Merchandise ...	1,61,85,53,960	1,76,66,94,270	1,77,37,29,392	1,53,14,31,953	1,87,83,04,410	2,09,22,06,017
Treasure, Private.						
Bengal, Eastern Bengal and Assam... ...	30,32,162	64,63,683	42,30,542	49,58,417	16,90,108	45,29,093
Bombay	5,83,96,010	4,80,90,470	4,40,34,073	4,92,81,881	5,14,06,291	5,55,04,498
Sindh	9,81,022	8,10,406	15,50,773	7,51,394	31,46,165	39,92,909
Madras	16,60,625	14,29,687	45,39,618	41,34,544	75,57,939	68,80,939
British Burmah	4,27,750	3,35,830	1,07,275	4,40,500	1,32,900	2,87,837
Total ...	6,44,97,569	5,71,30,076	5,44,62,381	5,95,66,736	6,39,33,303	7,11,95,276
Ditto Government	9,02,02,485	52,450	22,720	36,35,729	57,100	89,345
Total Treasure ...	15,47,00,054	5,71,82,526	5,44,85,001	6,32,02,465	6,39,90,403	7,12,84,621
Grand Total of Exports ...	1,77,32,54,014	1,82,38,76,796	1,82,82,14,393	1,59,46,34,418	1,94,22,94,813	2,16,34,90,638

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1908-1909 *to* 1910-1911.

ARTICLES.		Quantities.			Value.		
		1908-1909.	1909-1910.	1910-1911.	1908-1909.	1909-1910.	1910-1911.
Animals—Living		2,693	3,076	7,356	Rs. 11,24,370	Rs. 13,34,569	Rs. 35,32,242
Apparel, &c. (excluding Boots and Shoes)	value.	.....	.....	.....	71,56,595	81,58,202	1,16,52,830
Arms, Ammunition, &c. (excluding Dynamite and other Explosives)	"	.....	.....	.....	5,06,495	5,33,718	6,35,512
Articles imported by Post	"	.....	.....	.....	69,58,927	68,53,548	88,09,096
Building and Engineering Materials	"	.....	.....	.....	19,23,357	17,01,827	20,62,921
Cabinetware and Furniture	"	.....	.....	.....	6,65,219	6,85,850	8,35,944
Candles	lbs.	549,667	582,576	573,415	1,82,632	1,75,235	1,78,106
Clocks and Watches	No.	195,552	222,051	274,106	8,04,401	8,25,777	8,79,787
Coal, Coke, and Patent Fuel	tons.	265,464	343,626	277,965	65,36,386	57,03,670	46,18,911
Cotton—Raw	cwts.	120,584	90,847	40,561	51,70,177	32,87,675	18,28,941
Do. Twist and Yarn	lbs.	12,939,983	16,107,239	9,946,700	1,09,48,193	1,35,32,397	99,39,119
Do. Piece-Goods	yards.	425,661,851	519,771,151	633,778,647	7,39,10,538	8,31,11,869	11,03,37,990
Do. Shawls and Handkerchiefs	No.	11,422,067	8,449,219	12,075,073	17,89,041	8,66,006	12,47,366
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	57,85,668	59,54,537	80,94,195
Chemical Products and Preparations	"	.....	.....	.....	23,83,075	24,32,755	26,85,788
Dynamite and other Explosives	cwts.	1,550	1,375	2,527	1,04,158	90,228	1,99,893
Drugs, Medicines & Narcotics (excluding Tobacco).	value.	.....	.....	.....	29,11,748	38,18,170	43,55,655
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	8,624,600	10,677,578	11,652,753	57,77,631	65,77,076	77,97,542
" " Other Sorts	cwts.	12,733	16,985	17,098	13,25,580	14,88,738	20,72,650
Earthenware and Porcelain	value.	.....	.....	.....	12,53,817	13,66,030	16,08,470
Fireworks	"	.....	.....	.....	2,92,624	3,32,517	6,31,140
Glass and Glassware	"	.....	.....	.....	52,13,589	60,59,530	75,07,091
Gums and Resins (excluding Cutch and Gambier).	cwts.	77,410	94,321	94,185	10,91,269	13,49,455	14,52,136
Hardware and Cutlery	value.	.....	.....	.....	96,77,871	90,96,272	1,19,05,760
Hides and Skins	cwts.	14,059	16,897	15,468	10,45,835	12,79,797	12,18,946
Instruments and Apparatus	value.	.....	.....	.....	38,22,634	32,10,781	41,93,604
Ivory, Unmanufactured	lbs.	235,725	366,648	343,729	15,10,149	28,05,964	27,51,273
Do. Manufactured	value.	.....	.....	.....	1,79,572	2,88,669	2,08,296
Jewellery, Precious Stones, Pearls, &c.	"	.....	.....	.....	57,67,822	88,88,858	84,14,283
Leather, Unwrought, Saddlery, &c.	"	.....	.....	.....	19,75,642	18,82,103	20,43,332
Do. (Boots and Shoes)	pairs.	544,462	588,549	657,776	11,54,747	11,89,202	14,63,923
Liquors—Ale, Beer, and Porter	gallons.	1,107,885	1,214,710	1,323,215	11,69,787	13,06,697	14,04,659

Liquors—Spirits	,,	445,087	437,597	404,512	31,79,752	31,76,010	30,68,375
Do Wines	,,	103,878	109,375	111,774	8,84,284	8,95,521	9,70,692
Do. Other sorts	,,	1,824	2,087	2,690	5,224	5,657	8,542
Machinery and Millwork	value.	.....	.....	.....	2,54,69,043	1,97,72,854	1,76,07,984
Matches, Lucifer and other	,,	.....	.....	.....	21,29,362	22,01,966	27,55,203
Metals—Brass	cwts.	8,928	5,648	7,457	4,65,275	3,14,502	4,56,124
Do. Copper	,,	119,759	126,917	213,578	73,71,033	74,51,123	1,20,78,681
Do. Mixed or Yellow Metal	,,	164,614	152,469	255,766	83,80,303	75,49,524	1,18,57,895
Do. Iron	,,	1,077,021	1,129,030	1,444,003	96,22,951	99,92,213	1,28 93,200
Do. Lead	,,	26,059	27,228	21,811	2,55,754	3,36,040	2.76 825
Do. Quicksilver	lbs.	120,889	98,713	175,366	1,88,783	1,63,601	2.85.247
Do. Steel	cwts	2,166.639	1,844,855	2,447,068	1,29,25,284	1,09,41,423	1,42,30 742
Do. Tin	,,	11,139	11,796	10,888	12,93,443	13,19,125	13,02,329
Do. Zinc or Spelter	,,	26,542	29,716	33 966	5,18,204	5,76,739	6,49,215
Do. Other sorts	,,	12,072	21,919	20,651	10,07,853	14,55,890	16,58,071
Oil Mineral—Kerosine	gallons.	23,077,139	19,718,457	20,445,668	} 1,07,33,570	91,38,992	1,04,12,423
Do. do. other sorts	,,	3,844,527	2,798,458	3,841,330			
Do. do. Paraffin wax	cwts.	1,898	4.226	1,796			
Do. all other Sorts	gallons.	284,777	233,769	257,844	5,97,317	5,44,783	7,34,090
Paints and Colours (excluding Painters' Materials)	cwts.	113,437	104,045	119,856	15,29,665	15,05,928	17,79,660
Paper and Pasteboard	value	.....	.....	.....	38,94,575	43,19,514	49,16,599
Perfumery, other than Musk	,,	.....	.....	.....	2,00,416	2,05,380	2,06,685
Provisions	,,	.....	.....	.....	1,00,36,968	1,03,24,469	1,16,06,457
Railway Plant and Rolling Stock	,,	.....	.....	.....	3,18,27,108	1,69,64,521	1,98,45,030
Silk—Raw	lbs	1,684,976	1,980,548	1,844,646	72,98,788	79,83,162	70,74,622
Do. Piece-Goods (including silk mixed with other materials)	yards,	12,661,513	14,869,705	20,360,441	1,11,24,472	1,22,04,305	1,63,96,646
Spices	lbs.	16,726,878	19,891.298	20,156,963	38,39,155	35,98,382	36,43,289
Sugar, refined or crystallised (including Sugar Candy)	cwts.	2.930,278	3,207,517	3,648,719	2,88,39,054	3,13,80,020	3,71,22,257
Tea	lbs.	3,597,019	2,904,739	3,794,048	18,01,185	14,20,857	17,26,268
Tobacco, Cigars, &c.	,,	683,744	738,481	349,739	12.43.482	15,12,936	10,49,170
Umbrellas	No	291,910	147,817	152,376	3.85,609	2,19.230	2,37,088
Wool—Raw	lbs.	1,715,443	1,982,114	2,263,754	5,51,662	7,09,220	10,84,973
WOOD—							
Teak Timber	c. tons	40,121	32,107	37,603	37,24,389	28,92,287	33,53,748
Other do.	do.	13,232	13,448	15,916	8,09,189	8,41,707	10,86,352
Woollen Piece-Goods	yards	8,527,875	9,017,376	12,942,411	82,90,386	79,48,932	1,17,80,547
All other Articles	value	.....	.....	.....	3,34,54,466	2,91,91,846	3,26,94,704
	Total Value	.....	.....	.....	40,40,97,653	39,52,46,281	47,34,12,484
Treasure—Gold (Private)	Ozs.	903.207	3,289,501	3,796,695	5,65,09,457	19,99,90,222	23,33,21,461
Do. Silver.(Do.)	,,	71,828,314	58,486,038	55,253,459	12,05,96,517	9,68,93,895	9,27,76,048
	Total Treasure	72,731,521	61,775,539	59,050,154	17,71,05,974	29,68,84,117	32,60,97,509
	Grand Total...Rs.	.....	.....	.....	58,12,03,627	69,21,30,398	79,95,09,993

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1908-1909 *to* 1910-1911.

Articles.		Quantities.			Value.		
		1908-1909.	1909-1910.	1910-1911.	1908-1909.	1909-1910.	1910-1911.
Indian Produce and Manufactures.							
Coffee	cwts.	1,971	2,199	5,034	Rs. 74,607	Rs. 77,914	Rs. 1,82,093
Coir, unmanufactured and manufactured (excluding Ropes)	„	5,004	4,225	6,110	62,027	46,639	66,662
Cotton—Raw	„	4,703,068	6,213,317	6,188,890	13,78,52,723	22,49,02,070	26,14,69,516
Do. Twist and Yarn	lbs	225,241,501	221,863,213	174,100,982	9,27,16,755	9,06,41,629	8,18,49,059
Do. Piece-goods	yards.	55,567,422	68,678,762	74,986,248	} 90,52,138	1,12,42,018	1,24,72,322
Do. Shawls and Handkerchiefs	No.	170,478	152,603	149,025			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	3,68,709	4,17,989	5,52,516
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—							
Indigo	cwts.	857	1,928	741	1,62,579	3,86,701	1,50,308
Myrabollams	„	1,079.449	984,841	1,122,248	43,13,514	39,45,277	47,42,183
Other Sorts	„	42,788	34,675	37,606	5,02,330	3,91,958	4,91,203
Grain and Pulse—							
Rice not in the Husk	„	552,520	695,711	496,320	33,36,411	39,86,402	29,54,695
Wheat	„	56,226	2,247,183	2,579,406	3,81,908	1,40,97,720	1,84,57,543
Wheat Flour	lbs.	45,148,366	47,554,626	55,848,279	35,35,593	36,48,607	40,54,539
Other sorts	cwts.	478,541	979,028	779,570	28,07,347	45,04,253	34,93,739
Gums and Resins	„	32,497	35,742	46,647	5,33,836	5,83,064	8,81,828
Hides and Skins—							
Hides	No.	293,796	354,310	374,358	27,60,096	32,84,137	36,12,004
Skins	„	4,665.442	6,877,776	4,941,828	70,73,084	1,06,57,094	78,04,128
Manures—Animal Bones	Tons.	16,135	15,626	19,709	10,30,896	10,23,323	13,44 861
Metal—Manganese Ore	„	336,895	382,598	449,488	61,84,373	63,83,475	72,95,561
Oils	gallons.	178,060	233,010	207,015	} 7,33,480	7,94,653	10,64,389
Do. Paraffin Wax	cwts.	.....	180	824			
Opium	chests.	21,986	12,726	6,800	3,05,14,513	2,45,60,726	2,14,99,920
Provisions	value.	.....	.....	.....	20,19,089	27,32,410	30,26,360
Seeds—							
Linseed	cwts.	1,030,350	1,790,171	2,819,799	84,45,596	1,56,00,024	3,34,50,248
Rape	„	860,105	1,360,622	2,190,930	81,09,288	1,02,09,526	1,60,71,448
Gingelly	„	1,410,173	2,320,044	2,499,093	1,38,15,906	2,07,06,935	2,46,59,751

Poppy ...	"	601,805	621,002	608,938	63,55,098	58,77,866	63,06,456
Castor ...	"	1,335,484	1,597,377	1,768,610	83,51,221	1,06,26,952	1,37,05,167
Groundnuts ...	"	117,930	478,697	982,977	9,45,902	36,55,319	86,15,978
Cotton ...	"	3,141,353	4,830,601	5,437,511	1,13,34,688	1,74,37,964	2,09,41,689
Other sorts	"	585,611	975,021	711,556	44,96,226	68,28,941	62,66,456
Spices ...	lbs.	4,805,203	5,722,325	6,323,446	12,65,807	15,47,124	20,30,396
Sugar—Refined (including Sugar-candy and Confectionery) ...	cwts.	14,320	15,660	21,352	1,97,768	2,14,591	3,12,391
Do. Unrefined (Molasses, Goor, &c.)	"	7,175	8,869	5,592	73,842	90,925	58,406
Tea ...	lbs.	1,279,794	1,374,746	1,449,463	6,18,995	7,14,512	7,68,307
Tobacco, Cigars, &c. ...	"	5,734,109	5,997,165	8,771,429	7,37,049	7,60,623	10,90,688
Wool—Raw ...	"	16,887,292	21,147,399	21,480 792	98,88,185	1,21,25,129	1,27,04,981
Woollen Shawls ...	No.	704	1,118	1,107	6,975	13,792	10,918
All other Articles ...	value	.....	... ..	.....	1,72,08,365	1,44,44,472	1,82,70,392
Total Value Rs. ...		.....	.....	.....	39,79,16,829	52,91,57,654	59,77,29,081
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn ...	lbs.	600,894	1,031,357	891,218	5,00,111	8,55,988	7,86,222
Do. Piece-goods ...	yards.	42,594,275	46,862,694	60,774,935	92,15,389	99,03,988	1,30,63,395
Do. Shawls and Handkerchiefs ...	No.	921,626	557,817	386,524	... ..		
Do. Hosiery, Thread, Net, Canvas, &c. ...	value.	.....	.....	52,212	2,86,465	3,15,777	5,46,705
Gums and Resins (excluding Cutch and Gambier).	cwts.	40,138	38,593	75,519	7,00,297	6,91,690	10,61,474
Ivory, unmanufactured ...	lbs.	78,293	94,976	.....	4,14.522	5,48,161	4,59,729
Provisions ...	value.	.....	.....	59,009	16,59,403	14,70,843	16,68,444
Silk—Raw ...	lbs.	72,838	70,592	.....	1,12,984	1,78,908	1,05,453
Do. Piece-goods (including silk mixed with other materials) ...	yards.	560,630	593,340	660 811	3,97.267	4,39,362	5,31,422
Sugar—Refined ...	cwts.	80,828	113,566	172,459	7,91,214	11,38,609	18,02,789
Tea ...	lbs.	832,368	486,713	667,052	5,89,059	3.60,946	4,50,285
Wool—Raw ...	"	74,928	811,132	1,008,888	36,690	3,41,643	5,17,913
Do. Piece-goods ...	yards	161,598	205,049	244,982	1,90,967	2,34,689	2,48,657
All other Articles ...	value	.....	... ..	.....	81,91,707	98,57,564	1,13,86,174
Total Value Rs. ...		.....	.....	.....	2,30,36,075	2,63,38,158	3,26,28,662
Total Indian and Foreign Merchandise Rs. ...		.....	.....	.....	42,09,52,904	55,54,95.812	63,03,57,743
Treasure—Gold (Private) ...	Ozs. ...	607,424	586,923	654,318	3,45,47,272	3,33,37,326	3,74,19,798
Do. Silver do. ...	" ...	8,319,645	9,652,742	8,911,730	1,47,34,609	1,80,68,965	1,80,84,705
Total Treasure ...		8,927,069	10,239,665	9,566,048	4,92,81,881	5,14,06,291	5,55,04,49[illegible]
Grand Total Rs. ...		.....	.....	.....	47,02,34,785	60,69,02,103	68,58,62,241

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1909, 1910 and 1911.

Articles.	Quantities.			Value.		
	1909.	1910.	1911.	1909.	1910.	1911.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	10,295	16,060	15,456	28,51,770	61,61,865	49,34,790
Apparel (including Millinery, &c.) ... value.	.....	.....	.....	1,98,92,670	2,50,70,235	2,88,18,555
Arms, Ammunition, &c. ... ... „	.....	.....	.....	30,15,260	30,76,650	31,61,655
Books and Printed Matters ... ... cwts.	28,662	31,032	33,732	37,58,055	39,73,620	45,95,880
Building and Engineering Materials ... value.	.....	.....	.....	59,20,665	67,54,590	63,81,450
Coffee ... ... cwts.	7,784	4,967	4,936	2,60,460	1,73,565	2,01,960
Coal, Coke and Patent Fuel ... ... tons.	490,421	315,990	318,669	82,60,020	54,67,590	54,44,940
Cotton—Raw ... ... cwts.	119,942	27,830	193,158	43,39,845	8,77,185	90,25,230
„ Twist and Yarn ... ... lbs.	40,201,230	29,331,288	41,802,860	3,14,69,445	2,81,68,425	3,92,25,240
„ Piece-Goods ... ...yards..	2,044,783,238	2,349,994,079	2,414,375,903	31,28,48,790	37,21,90,890	43,05,60,645
„ Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....	2,02,78,680	2,72,12,475	2,80,99,845
Corals, Real ... ... lbs	67,959	56,262	44,463	1,51,920	91,755	59,790
Chemicals ... ... value.	.....	.....	.....	83,13,195	84,80,145	94,63,740
Clocks and Watches ... ... No.	515,326	586,955	823,234	17,46,315	19,67,160	23,60,010
Candles ... ... lbs.	2,524,242	2,811,726	2,706,230	7,59,690	8,50,830	8,36,535
Drugs, Medicines and Narcotics (including Tobacco) ... ... value.	.....	.....	.....	1,80,81,165	1,54,10,190	1,64,67,390
Dyeing and Tanning materials (Alizarine and Aniline dyes) ... ... lbs.	12,706,139	15,276,225	13,730,499	81,55,245	1,02,83,940	90,46,005
„ other sorts ... ... cwts.	58,586	62,829	83,602	22,92,030	28,71,075	34,73,805
Earthenware and Porcelain ... ... value.	.....	.....	.....	42,48,405	46,61,595	50,60,175
Flax manufactured and unmanufactured „	.....	.....	.....	21,38,010	24,62,025	29,43,885
Fruits and Vegetables ... ... „	.....	.....	.....	12,73,290	15,29,295	13,99,350
Gums and Resins ... ... cwts.	149,067	139,327	134,618	18,64,770	20,02,710	23,21,415
Glass and Glassware ... ... value.	.....	.....	.....	1,24,21,155	1,50,85,080	1,52,81,760
Hides and Skins dressed and undressed—						
Hides ... ... cwts.	4,500	11,681	10,605	3,19,785	6,85,410	7,72,515
Skins ... ... „	25,302	23,442	22,563	18,97,470	18,27,135	18,18,160
Ivory, unmanufactured ... ... lbs.	330,512	335,407	271,413	24,74,550	26,41,935	22,12,635

Instruments and Apparatus ...	value.	.....	.....	.....	1,12,53,370	1,16,86,395	1,33,63,290
Jewellery, Precious Stones, Pearls, &c...	„	.....	.....	.....	1,06,30,290	98,30,400	1,22,33,685
Liquors—Ale, Beer and Porter ...	gallons.	4,286,811	4,354,402	4,180,837	56,26,275	55,56,315	53,74,155
„ Spirits	„	1,676,088	1,540,405	1,563,442	1,10,82,150	1,04,83,740	1,07,27,910
„ Wines, Liquors, &c.	„	362,528	363,401	355,211	28,85,450	29,85,990	31,62,075
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	33,36,075	34,92,420	39,61,935
„ Boots and Shoes	pairs.	1,542,519	1,664,245	2,224,174	37,33,200	43,78,935	52,10,895
Metals (excluding Hardware & Cutlery).	tons.	607,315	685,545	726,741	12,03,47,550	14,09,85,165	14,50,73,835
„ Hardware and Cutlery	value.	.....	.....	.....	2,79,30,795	3,18,73,665	3,48,97,050
Machinery and Millwork	„	.....	.....	.....	5,65,22,160	4,59,98,205	4,22,81,460
Matches, Lucifer and other	„	.....	.....	.....	81,17,955	82,87,230	85,18,725
Oil, mineral—Kerosine	...gallons	70,514,379	57,359,905	75,219,394	2,76,18,795	2,37,60,420	3,11,82,810
„ „ other kinds	„	14,187,532	18,121,882	28,847,242	61,77,120	86,67,075	1,02,55,770
„ „ „ „	cwts	11,564	8,248	8,465			
„ all other kinds	...gallons	1,231,997	1,238,740	895,399	20,25,750	22,05,750	19,94,340
Provisions	value.	.....	.....	.....	2,91,95,715	2,96,85,675	3,07,44,510
Paints and Colours	cwts.	275,285	331,048	320,805	42,60,375	50,13,915	50,07,930
Painters' Materials	value.	.....	.....	.....	12,62,040	14,60,190	20,33,550
Paper and Pasteboard	„	.....	.....	.....	1,00,02,675	1,10,05,880	1,16,11,920
Perfumery	„	.....	.....	.....	3,64,275	3,55,320	3,67,575
Railway Plant and Rolling Stock ...	„	.....	.....	.....	6,02,82,540	3,67,55,790	4,57,58,370
Salt	tons	525,374	496,165	559,065	72,69,645	69,51,120	84,98,250
Silk, Raw	lbs.	2,094,581	2,201,168	2,379,705	91,05,965	89,11,815	1,05,81,825
„ Piece-Goods (including goods mixed with other materials)	yards.	23,809,431	31,307,075	31,611,262	1,72,42,035	2,27,11,320	2,24,59,185
Soap	cwts.	249,367	272,803	306,360	45,15,915	51,64,725	59,63,415
Spices	lbs.	134,032,313	156,940,421	138,188,004	1,22,67,825	1,49,68,200	1,49,16,075
Stationery (excluding Paper). ...	... value.	.....	.....	.....	46,00,065	51,82,950	53,52,765
Sugar and Sugarcandy, Refined	... cwts.	10,658,764	11,752,796	11,139,416	10,42,77,975	11,90,29,695	11,65,06,860
„ Unrefined, molasses and Confectionery	„	1,970,261	2,315,831	2,389,947	1,00,11,525	92,59,260	88,49,400
Tea	lbs.	3,614,701	4,404,602	6,617,891	17,27,775	19,79,100	29,17,620
Toys and Requisites for Games	... value.	.....	.....	.....	33,79,215	37,80,105	40,27,200
Umbrellas	No.	1,092,492	1,217,486	1,383,030	11,20,410	12,09,090	14,87,970
Wood, Timber	cubic tons.	89,905	108,360	84,252	67,13,190	80,34,780	64,84,980
„ other Sorts, including wooden-ware.	value.	.....	.....	.....	9,44,775	8,69,085	10,05,630
Wool, Raw	lbs.	2,501,067	2,892,768	2,719,281	9,22,890	13,95,630	14,36,835
Piece-Goods	yards.	15,211,847	24,023,830	24,516,155	1,34,79,420	2,10,55,200	2,35,83,560
„ Shawls, Braids, &c. ...	... value.	.....	.....	.....	67,05,495	82,41,165	1,09,59,355
All other Articles	„	.....	.....	.....	6,15,31,605	6,23,25,435	7,07,61,225
Total Value Rs. ...		.....	.....	.....	1,14,74,98,935	1,24,55,14,470	1,37,36,10,780

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1909, 1910 and 1911.

ARTICLES.	Quantities.			Value.		
	1909.	1910.	1911.	1909.	1910.	1911.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	210,942	309,623	219,584	98,59,680	1,40,27,310	1,16,22,480
Cotton—Raw ... ... „	7,608,268	10,036,756	7,407,292	23,60,88,315	39,57,04,965	32,08,57,335
„ Twist and Yarn ... ... lbs.	242,812,676	208,620,256	139,217,528	10,22,17,545	9,54,28,935	7,02,78,510
„ Piece Goods ... ... yards.	88,929,558	99,926,620	86,713,158	1,94,47,785	2,17,44,840	2,03,73,465
„ Shawls, Hosiery, &c. ... ... value.	.....	.....	.....	15,23,055	18,08,250	22,14,135
Coir, Unmanufactured ... ... cwts.	10,678	15,140	11,909	1,12,995	1,61,220	1,21,575
„ Manufactured (excluding Cordage) „	666,607	690,224	694,357	71,82,420	74,68,530	75,68,175
Dyeing and Colouring Materials—						
Indigo ... ... „	25,087	15,657	17,259	49,33,620	31,86,645	33,83,415
Myrabollams ... ... „	1,227,058	1,814,746	1,328,913	50,26,860	76,03,365	53,91,330
Cutch and Gambier ... ... „	40,330	63,626	103,182	6,35,520	12,03,555	16,97,805
Other Sorts ... ... „	124,057	108,151	130,035	11,35,395	10,98,855	15,19,315
Grain and Pulse—						
Rice in the Husk ... ... „	713,193	881,174	802,163	22,58,385	25,54,185	24,37,875
„ not in the Husk ... ... „	33,548,589	44,527,477	51,008,433	16,52,29,815	20,73,86,865	26,44,66,710
Wheat ... ... „	18,555,837	21,613,138	27,963,364	11,39,50,690	11,31,27,780	13,64,00,355
„ Flour ... ... „	640,239	785,008	1,016,862	55.17,165	62,93,070	77,96,760
Other Sorts excluding Rice Flour ... „	3,588,735	5,177,247	12,535,456	1,55,46,360	2,03,29,590	4,65,07,230
Hides and Skins—						
Hides ... ... „	974,396	993,695	1,061,147	6,32,43,120	6,48,01,725	7,04,05,230
Skins ... ... „	764,374	675,831	693,438	7,16,17,245	6,41,42,610	6,48,79,080
Jute—Raw ... ... „	15,397,352	13,090,735	14,585,081	16,02,35,079	14,95,32,855	20,20,20,435
„ Gunny Bags ... ... No.	353,447,442	375,624,106	299,118,479	8,50,69,765	8,73,29,175	7,65,03,900
„ Cloth ... ... yds.	893,774,489	971,151,155	852,535,334	8,10,55,170	8,45,63,655	8,01,43,080
„ Other Sorts... ... ... value.	.....	.....	.....	6,39,735	6,80,640	7,45,440
Lac—Shell, Button, Stick, &c. ... ... cwts.	519,643	480,782	394,893	2,82,86,835	2,32,67,745	1,93,56,555
Opium ... ...chests.	57,240	48,302	44,819	7,97,47,575	12,16,18,860	14,32,02,465
Oils ... ... {gallons	6,769,153	7,613,174	15,083,384	1,06,35,240	1,45,31,145	1,75,85,400
cwts.	144,597	230,718	247,679			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	81,87,435	98,73,360	1,08,51,210

Spices ... ... lbs.	29,206,003	31,837,384	39,506,825	63,86,505	73,12,800	95,07,915
Saltpetre ... ... cwts.	404,946	307,962	297,017	44,52,570	34,59,225	34,62,135
Seeds—						
Linseed ... ... cwts.	4,699,628	7,149,784	10,557,616	3,86,86,065	7,94,33,670	13,16,92,905
Rape ... ... ,,	5,389,813	7,722,440	5,022,505	3,88,91,850	5,42,79,255	3,66,29,445
Gingelly ... ... ,,	2,062,045	3,693,826	2,683,229	1,88,62,395	3,43,67,430	2,76,68,565
Poppy ... ... ,,	849,151	814,871	770,741	80,42,175	83,98,350	81,88,065
Castor ... ... ,,	1,809,737	1,864,332	2,533,221	1,16,92,620	1,39,99,500	1,88,82,675
Groundnuts ... ... ,,	2,392,075	3,302,250	4,020,311	1,82,72,340	2,58,47,055	3,36,48,165
Cotton ... ... ,,	4,222,252	7,661,107	3,841,086	1,50,64,275	2,87,25,060	1,44,52,515
Other Sorts ... ... ,,	1,075,214	1,072,063	1,453,375	80,05,995	95,06,850	1,32,72,270
Silk, Raw ... ... lbs.	1,877,888	2,034,589	1,850,909	54,48,000	50,60,880	48,47,535
,, Piece-Goods (including Silk mixed with other Materials) ... ... yds.	766,590	837,534	717,724	8,14,710	8,09,640	6,32,850
,, Other Sorts .. .. lbs	630	876	777			
Sugar Refined or Crystallised ... ... cwts.	21,172	24,646	27,772	2,60,805	3,35,850	3,79,935
,, Unrefined (Molasses, Goor, &c.) ... ,,	104,947	210,054	95,180	6,24,360	14,34,795	5,58,780
Tea (including Tea Waste)... ... ... lbs.	244,876,211	259,584,133	264,346,275	11,26,16,835	12,49,87,980	13,08,34,365
Tobacco, Cigars, &c. ... ... ,,	11,550,354	18,078,409	26,675,075	24,36,360	30,48,810	38,55,525
Wood, Teak ... ... cubic tons	30,238	50,694	51,022	45,30,540	83,06,115	78,27,840
,, ,, Other sorts (including woodenware) value	.....	.....	.....	16,09,755	19,11,165	19,63,545
Wool, Raw ... ... lbs.	62,875,355	54,190,094	59,220,817	2,99,56,095	2,64,12,360	2,91,27,555
,, Manufactures of ... ... value.	.....	.....	.....	23,42,175	27,32,265	27,36,660
All other Articles ... ... ,,	.....	.....	....	8,01,78,000	9,64,37,100	10,76,79,345
Total Value Rs. ...	.....	.....	.....	1,68,74,87,220	2,05,62,75,885	2,17,61,77,755
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	965,142	1,106,752	828,176	7,86,330	9,42,015	7,34,535
,, Piece-Goods ... ... yds.	48,639,763	66,482,359	71,823,346	1,00,63,275	1,40,16,375	1,61,10,000
,, Shawls, Thread, &c. ... ... value.	.....	.....	.....	5,65,200	6,10,185	6,75,420
Ivory, Unmanufactured ... ... lbs.	89,739	83,734	46,766	5,37,195	4,83,015	3,17,280
Metals... .. .. cwts.	347,090	493,877	359,724	13,19,940	21,08,205	18,66,120
Silk, Raw ... ... lbs.	79,297	60,849	40,549	1,86,885	95,340	1,14,900
,, Piece-Goods ... ... yds.	590,482	684,886	721,301	4,51,755	5,47,125	6,27,315
,, Other Sorts ... ... lbs.	2,700	2,107	4,588			
Spices ... ... ,,	1,091,282	1,028,585	1,170,206	3,13,815	2,66,370	3,98,165
Sugar, Refined or Crystallised ... ... cwts.	132,593	333,077	1,412,597	13,14,075	33,54,285	1,39,18,575
Tea ... ... lbs.	498,196	631,332	523,540	3,58,470	4,47,420	3,15,000
Wool, Raw ... ... ,,	5,700,902	4,459,552	7,643,178	31,67,355	24,04,155	37,31,645
All other Articles ... ... value.	.....	.....	.....	1,37,64,210	1,56,64,080	1,67,65,815
Total Value Rs. ...	.....	.....	.....	3,28,28,505	4,09,38,570	5,55,69,570
Grand Total Rs. ...	.....	.....	.....	1,72,03,15,725	2,09,72,14,455	2,23,17,47,325

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1909, 1910 and 1911.

ARTICLES.		Quantities.			Value.		
		1909.	1910.	1911.	1909.	1910.	1911.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	77,47,817	1,08,76,901	1,23,33,982
Arms, Ammunition, &c.	"	.....	.....	.....	6,33,923	7,13,064	8,15,841
Building and Engineering Materials	"	.....	.....	.....	19,30,963	19,38,975	19,69,818
Cabinetware and Furniture	"	.....	.....	.....	6,98,873	7,94,187	9,28,793
Candles	lbs.	523,554	600,894	579,401	1,61,898	1,83,974	1,78,948
Clocks and Watches	No.	211,366	220,955	363,788	7,86,023	8,10,328	10,48,420
Coal, Coke and Patent Fuel	tons.	381,884	257,717	279,646	63,55,015	43,24,305	46,57,826
Cotton—Twist and Yarn	lbs.	17,552,904	8,570,971	13,864,208	1,37,96,990	87,86,775	1,31,28,223
" Piece-Goods	yards	461,740,051	614,475,210	617,148,719	7,39,18,055	10,37,27,511	11,46,96,295
" Shawls and Handkerchiefs	No.	6,307,645	12,993,834	12,724,436	6,61,003	13,13,912	14,44,373
" Lace, Nets, Hosiery, &c.	value.	.....	.....	.....	55,04,589	78,22,124	86,61,876
Chemical Products and Preparations	"	.....	.....	.....	26,05,909	25,73,322	26,93,051
Drugs and Medicines (excluding Tobacco)	"	.....	.....	.....	37,88,334	42,21,191	42,87,482
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	lbs.	9,550,546	11,958,209	10,414,052	60,07,382	79,00,210	66,86,991
Other sorts	cwts.	15,423	17,844	19,813	14,72,424	18,55,278	21,22,224
Earthenware and Porcelain	value.	.....	.....	.....	13,99,291	15,18,097	16,91,108
Fireworks	"	.....	.....	.....	3,06,370	6,37,546	5,57,892
Glass and Glassware	"	.....	.....	.....	57,51,358	71,41,531	71,92,792
Gums and Resins	cwts.	92,480	84,821	84,246	12,85,679	13,24,760	14,60,956

Hides and Skins—						
Hides ... ... No.	10,685	46,232	46,242	84,033	2,49,678	3,07,262
Skins ... ... „	1,084,827	860,696	834,130	11,42,868	10,43,937	10,77,333
Instruments *and Apparatus* ... ... value.	.....	.....	.....	34,03,144	38,04,074	42,45,216
Ivory, unmanufactured ... ... lbs.	330,473	335,075	269,270	24,74,255	26,39,881	22,05,131
Jewellery, *Precious* Stones, Pearls, &c. ... value.	.....	.....	.....	90,99,581	82,13,071	1,10,44,126
Leather (*including* Saddlery, &c.) ... „	.....	.....	.....	19,03,020	18,34,970	22,80,767
„ Boots and Shoes ... ... pairs.	565,873	614,259	809,091	11,22,147	14,24,748	17,07,500
Liquors—Ale, Beer and Porter ... ...gallons	1,184,910	1,345,293	1,263,121	12,49,086	14,42,102	12,78,832
„ Spirits, Wines, &c. ... ... „	562,285	516,450	533,692	41,64,338	40,84,731	41,84,116
Machinery and Millwork ... ... value.	.....	.....	.....	2,16,05,285	1,70,69,163	1,67,13,512
Matches, Lucifer and other ... ... „	.....	.....	.....	23,36,768	24,33,771	26,97,969
Metals (excluding Hardware & Cutlery). tons.	164,527	205,962	227,760	3,85,16,149	5,09,10,181	5,24,52,530
„ Hardware and Cutlery ... ... value.	.....	.....	.....	92,79,447	1,12,64,566	1,19,50,750
Oil, Mineral—Kerosine ... ...gallons	21,742,467	20,513,002	23,343,707	82,67,412	79,87,241	89,46,793
„ „ other sorts ... ... „	3,209,610	4,273,225	4,285,309			
„ all other sorts ... ... „	264,366	237,162	280,507	21,28,733	28,26,824	33,59,410
„ mineral „ ... ... cwts.	3,122	2,225	7,287			
Paints and Colors (excluding Painters' Materials) ... ... „	102,766	123,346	107,017	14,89,580	17,30,509	16,92,974
Paper and Pasteboard ... ... value	.....	.....	.....	42,63,574	48,11,754	46,59,123
Perfumery ... ... „	.....	.....	.....	2,02,053	2,09,596	1,84,660
Provisions ... ... „	.....	.....	.....	1,06,28,354	1,10,17,374	1,15,85,062
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,85,03,756	1,68,58,786	2,14,20,599
Silk, Raw ... ... lbs.	1,705,534	1,926,641	1,968,037	70,66,262	75,05,161	82,82,281
„ Piece-Goods (including Silk mixed with other Materials) ... ... yards.	13,148,825	19,165,957	19,860,429	1,08,82,089	1,55,61,575	1,55,97,465
„ Goods, other sorts ... ... value.	.....	.....	.....	30,10,179	43,54,662	40,36,817
Spices ... ... lbs.	17,705,342	21,285,782	22,722,775	32,51,583	37,01,444	44,05,001
Sugar, refined & unrefined, & Confectionery cwts.	3,296,188	3,397,428	3,085,555	3,24,14,595	3,48,54,563	3,34,08,545
Tea ... ... lbs.	2,764,839	3,601,595	5,698,781	13,52,408	16,48,405	25,26,959
Tobacco, Cigars, &c. ... ... „	746,212	447,958	392,256	14,52,242	12,00,761	14,46,162
Umbrellas ... ... No.	135,751	153,610	170,141	1,99,453	2,35,670	2,66,297
Woollen Piece-Goods ... ... yards.	8,234,831	13,105,873	11,994,967	71,84,884	1,17,43,763	1,22,29,730
„ Goods, other sorts... ... ... value.	.....	.....	.....	18,57,893	25,23,245	30,96,364
All other Articles ... ... „	.....	.....	.....	4,10,93,319	4,33,53,862	5,52,26,170
Total Value Rs. ...	.....	.....	.....	38,64,40,985	44,70,02,049	49,13,72,347

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1909, 1910 and 1911.

ARTICLES.	Quantities.			Value.		
	1909.	1910.	1911.	1909.	1910.	1911.
				Rs.	Rs.	Rs.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	1,916	5,157	7,688	66,824	1,77,261	3,62,827
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	4,794	5,263	7,612	53,802	56,131	84,223
Cotton—Raw ... ... ,,	5,099,080	7,489,359	5,278,919	15,85,68,942	30,09,42,324	23,08,79,857
,, Twist and Yarn ... ... lbs.	226,648,472	197,334,087	131,852,172	9,56,45,540	9,03,14,129	6,62,45,987
,, Piece-Goods ... ... yards.	63,939,485	74,708,849	62,911,237	1,03,97,575	1,21,32,656	1,10,04,614
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,14,005	5,95,825	6,24,254
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	857,795	1,197,159	870,570	34,70,114	49,94,965	35,12,078
Other sorts ... ... ,,	40,877	35,524	53,055	7,27,782	7,69,315	8,71,142
Grain and Pulse—						
Rice, not in the husk ... ... ,,	736,637	504,514	401,437	43,80,336	29,43,086	27,11,850
Wheat ... ... ,,	2,244,065	1,678,491	3,371,938	1,40,61,344	89,50,598	1,68,92,848
Wheat flour ... ... lbs.	45,769,173	54,582,898	62,149,616	35,65,354	39,90,366	45,43,847
Other sorts ... ... cwts.	816,591	874,837	1,239,300	41,31,679	38,35,043	53,66,273
Hides and Skins—						
Hides ... ... No.	355,465	374,533	293,965	32,88,821	36,24,464	30,21,386
Skins ... ... ,,	7,459,932	4,743,468	4,988,190	1,14,76,692	74,84,652	78,32,578
Metals—Manganese Ore ... ... tons.	359,530	451,687	8,894,010	62,56,956	73,12,950	74,76,481
Oils ... ...gallons	197,277	240,486	183,241	7,62,103	9,72,558	11,18,319
,, ... cwts.	.....	482	.....			
Opium ... ...chests.	13,440	11,682	14,511	1,92,10,817	2,59,79,780	5,71,25,500
Seeds—						
Linseed ... ... cwts.	1,859,459	2,532,501	5,035,440	1,56,57,083	2,96,18,296	6,43,98,355

Cotton ... ... „	3,727,182	6,968,306	3,160,336	1,30,08,158	2,63,23,973	1,19,19,265
Rape ... ... „	1,221,623	2,164,231	1,430,675	92,03,754	1,58,41,786	1,11,19,047
Gingelly ... ... „	1,551,572	2,978,316	2,071,399	1,42,72,731	2,76,92,543	2,15 29,348
Poppy ... ... „	602,891	563,604	635,773	56,92,219	57,97,678	67,48,145
Groundnuts ... ... „	193,902	702,619	1,122,439	14,73,410	56,03,257	1,00.41,331
Other sorts ... ... „	2,420,169	2,248,018	3,198,959	1,62,46,330	1,77,35,316	2,47,69,140
Spices ... ... lbs.	5,298,856	5,445,784	8,005,727	14,65,042	15,45,637	24,97,537
Sugar, refined and unrefined ... ... cwts.	31,873	27,414	28,442	2,73,908	3,62,339	3,88,843
Tea ... ... lbs.	1,342,250	1,440,678	1,523,010	7,04,257	7,55,080	8,13,157
Tobacco, Cigars, &c. ... ... „	5,355,306	8,865,100	7,995,675	6,96,428	10,98,116	9,68,343
Wool, Raw ... ... „	22,017,303	21,095,412	20,074,761	1,24,48,031	1,24,93,828	1,18,94,233
Woollen Shawls ... ... No.	573	1,613	1,385	6,770	17,895	10,849
All other articles ... ... value.	.....	.....	.....	1,92,17,005	2,20,82,163	2,53,74,630
Total value Rs. ...	.....	.....	.....	44,68,43,812	64,20,43,860	61,21,46,287
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	922,448	1,020,160	806,390	7,50,230	8,83,730	7,14,973
„ Piece-Goods ... ... yds.	43,271,665	59,641,894	64,526,330	90,29,893	1,25,65,573	1,44,56,097
„ Shawls and Handkerchiefs ... No.	768,507	408,649	558,768	2,17,860	76,799	1,08,846
„ Lace, Thread, Hosiery, &c. ... value.	.....	.....	.....	3,16,402	4,86,154	5,35,748
Gums and Resins ... ... cwts.	37,715	46,300	50,900	6,62,297	8,78,640	10,90,760
Ivory, unmanufactured ... ... lbs.	92,511	83,734	46,766	5,30,088	4,83,019	3,17,272
Provisions ... ... value.	.....	.....	.....	16,28,735	14,16,197	19,36,071
Silk, Raw ... ... lbs.	77,152	51,508	38,443	1,84,021	84,975	1,12,066
„ Piece-Good (including Silk mixed with other materials) ... ... yards.	588,371	673,055	711,559	4,38,753	5,29,156	6,01,448
Sugar, refined ... ... cwts.	93,404	185,990	305,042	9,29,471	19,30,814	34,21,488
Tea ... ... lbs.	496,966	631,080	522,907	3,57,925	4,47,286	3,14,641
Wool, Raw ... ... „	836,948	1,026,080	306,180	3,55,663	5,25,468	1,90,332
Woollen Piece-Goods ... ... yards.	195,124	261,957	306,181	2,32,314	2,63,599	3,20,609
„ Shawls, &c. ... ... value.	.....	.....	.....	80,541	1,10,492	1,12,129
All other articles ... ... „	.....	.....	.....	91,99,487	1,12,86,748	1,04,12,532
Total value Rs. ...	.....	.....	.....	2,49,13,215	3,19,68,645	3,46,43,912
Grand Total Rs. ...	.....	.....	.....	47,17,57 027	67,40,12,505	64,67,90,199

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	573	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	581	63,371
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757
1904-1905 ...	1,152	119,011	2,245	4,690,282	3,397	4,809,293	608	66,544
1905-1906 ...	1,211	123,965	1,980	4,432,223	3,191	4,556,188	557	37,075
1906-1907 ...	1,150	118,109	2,160	5,095,397	3,310	5,213,506	631	39,634
1907-1908 ...	1,128	103,429	2,255	5,431,545	3,383	5,534,974	631	34,900
1908-1909 ...	1,124	94,353	2,236	5,477,186	3,360	5,571,539	312	24,403
1909-1910 ...	869	81,719	2,203	5,469,139	3,072	5,550,858	300	25,423
1910-1911 ...	764	72,713	2,187	5,609,618	2,951	5,682,331	605	44,458

CLEAR

1901-1902 ...	1,572	176,717	2,273	4,394,511	3,845	4,571,228	160	17,253
1902-1903 ...	1,614	191,454	2,541	5,116,048	4,155	5,307,502	240	17,972
1903-1904 ...	1,496	203,101	2,739	5,894,553	4,235	6,057,654	293	14,820
1904-1905 ..	1,449	159,731	2,990	6,522,671	4,439	6,682,402	203	7,703
1905-1906 ..	1,372	152,705	2,626	5,864,344	3,998	6,017,049	423	14,313
1906-1907 ...	1,247	133,830	2,748	6,453,808	3,995	6,587,638	357	14,446
1907-1908 ...	1,411	133,376	2,810	6,719,756	4,251	6,853,132	184	10,246
1908-1909 ...	1,134	102,365	2,447	5,920,231	3,581	6,022,596	159	8,866
1909-1910 ...	951	91,787	2,718	6,847,947	3,669	6,939,734	132	6,754
1910-1911 ...	1,145	104,520	2,725	6,968,061	3,870	7,072,581	228	7,477

EIGN TRADE.

Entered and Cleared with cargoss and in Ballast, from and to Foreign Coun-
Official Year from 1901-1902 *to* 1910-11.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
603	1,117,693	1,176	1,177,047	1,964	219,798	2,531	4,735,741	4,495	4,955,539
688	1,365,783	1,269	1,429,154	1,868	215,306	2,693	5,266,335	4,561	5,481,641
783	1,667,721	1,464	1,757,478	1,921	218,123	2,942	6,111,926	4,863	6,330,049
986	2,155,118	1,594	2,221,662	1,760	185,555	3,231	6,845,400	4,991	7,030,955
877	1,743,786	1,434	1,780,861	1,768	161,040	2,857	6,176,009	4,625	6,337,049
826	1,666,843	1,457	1,706,477	1,781	157,743	2,986	6,762,240	4,767	6,919,983
711	1,549,205	1,342	1,584,105	1,759	138,329	2,966	6,980,750	4,725	7,119,079
410	870,640	722	895,043	1,436	118,756	2,646	6,347,826	4,082	6,466,582
708	1,698,790	1,008	1,724,213	1,169	107,142	2,911	7,167,929	4,080	7,275,071
765	1,869,630	1,370	1,914,088	1,369	117,171	2,952	7,479,248	4,321	7,596,419

ED.

115	81,297	275	98,550	1,732	193,970	2,586	4,475,808	4,118	4,669,778
133	119,445	373	137,417	1,854	209,426	2,674	5,235,493	4,528	5,444,919
139	116,737	432	151,557	1,789	217,921	2,878	6,011,290	4,667	6,229,211
165	160,376	868	167,979	1,652	167,434	3,155	6,682,947	4,807	6,850,381
223	229,910	646	244,223	1,795	167,018	2,849	6,094,254	4,644	6,261,272
210	253,369	567	267,815	1,604	148,276	2,958	6,707,177	4,562	6,855,453
152	256,723	336	266,969	1,625	143,622	2,962	6,976,479	4,587	7,120,101
179	412,779	338	421,615	1,293	111,231	2,626	6,333,010	3,919	6,444,241
161	375,532	298	382,286	1,083	98,541	2,879	7,223,479	3,962	7,322,020
142	317,222	370	324,699	1,378	111,997	2,867	7,285,283	4,240	7,397,280

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	3	1,770
1902-1903 ...	256	27,890	564	1,256,909	820	1,284,799	4	479
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591
1904-1905 ...	199	22,195	591	1,438,036	790	1,460,231	4	2,146
1905-1906 ...	199	20,173	582	1,478,734	781	1,498,907	2	216
1906-1907 ...	227	24,917	608	1,608,388	835	1,633,305	1	134
1907-1908 ..	202	21,832	602	1,641,203	804	1,663,035	2	261
1908-1909 ...	215	24,238	628	1,713,946	843	1,738,184	1	114
1909-1910 ...	143	16,252	634	1,679,800	777	1,696,052	7	796
1910-1911 ...	137	19,982	568	1,602,334	705	1,622,266	2	268

CLEAR

1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	213
1902-1903 ...	234	25,285	492	1,182,973	726	1,208,258	...	.....
1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....
1904-1905 ...	224	23,883	558	1,380,400	782	1,404,283	2	294
1905-1906 ...	193	21,035	550	1,378,434	743	1,399,469	...	.....
1906-1907 ...	165	17,641	523	1,372,450	688	1,390,091	...	.....
1907-1908 ...	138	14,527	511	1,412,343	649	1,426,870	1	135
1908-1909 ...	139	16,006	455	1,283,383	594	1,299,389	...	.....
1909-1910 ...	103	11,568	525	1,464,946	628	1,476,514	...	.....
1910-1911 ...	130	16,167	557	1,542,485	687	1,558,651	...	.....

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1901-1902 *to* 1910-11.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,369	639	1,431,773	899	1,460,142
99	231,900	106	234,491	242	27,375	681	1,582,850	923	1,610,225
93	204,494	97	206,640	203	24,341	684	1,642,530	887	1,666,871
72	163,130	74	163,346	201	20,389	654	1,641,864	855	1,662,253
68	154,286	69	154,420	228	25,051	676	1,762,674	904	1,787,725
60	139,741	62	140,002	204	22,093	662	1,780,944	866	1,803,037
29	50,672	30	50,786	216	24,352	657	1,764,618	873	1,788,970
113	265,680	120	266,476	150	17,048	747	1,945,480	897	1,962,528
86	224,054	88	224,322	139	20,200	654	1,826,388	793	1,846,588

ED.

8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558
18	29,320	18	29,320	234	25,285	510	1,212,293	744	1,237,578
17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678
14	23,510	13	23,804	226	24,177	569	1,403,910	795	1,428,087
34	61,672	34	61,672	193	21,035	584	1,440,106	777	1,461,141
34	68,963	34	68,693	165	17,641	557	1,441,413	722	1,459,054
39	93,446	40	93,581	139	14,662	550	1,505,789	689	1,520,451
49	113,149	49	113,149	139	16,006	504	1,396,582	643	1,412,588
46	122,199	46	122,199	103	11,568	571	1,587,145	674	1,598,713
36	108,541	36	108,541	130	16,167	593	1,651,026	723	1,667,193

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	53	158,513	...	...	16	1,320
February	46	130,655	...	...	17	1,687
March...	59	165,054	..	...	24	2,868
April	43	122,164	...	...	9	788
May	57	160,687	...	...	4	582
June	45	127,084	1	3,599	...	...
July	46	129,286	...	...	...	...
August	53	155,142	...	...	...	...
September	47	127,966	...	...	3	366
October	56	164,269	...	...	27	2,737
November	49	141,018	...	...	24	2,817
December	65	182,543	...	...	32	3,221
Total ...	619	1,764,381	1	3,599	156	16,386

CLEAR

January	49	139,238	...	...	18	2,007
February	39	110,442	...	...	28	2,794
March	60	161,184	...	...	15	1,399
April...	55	153,314	...	...	20	2,342
May	55	146,430	...	...	3	504
June	45	131,276	...	...	...	...
July	41	117,918	...	...	...	...
August	32	88,239	...	...	...	...
September	47	120,388	...	...	1	92
October	44	121,034	...	...	5	663
November	41	118,183	...	...	13	1,305
December	43	135,611	...	...	15	1,384
Total ...	551	1,543,257	...	...	118	12,490

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1911.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
2	4,974	...	...	3	298	69	159,833	5	5,272
7	16,055	...	...	...	...	63	132,342	7	16,055
13	32,714	...	...	...	...	83	167,922	13	32,714
7	19,411	...	...	...	...	52	122,952	7	19,411
13	32,866	...	...	...	...	61	161,269	12	32,866
12	25,127	...	...	...	...	46	130,683	12	25,127
4	11,281	...	...	...	...	46	139,286	4	11,281
9	21,905	...	...	...	...	53	155,142	9	21,905
6	14,080	...	...	...	...	50	128,332	6	14,080
7	16,489	...	...	...	...	83	167,006	7	16,489
6	20,843	...	...	...	...	73	143,835	6	20,843
9	20,533	...	...	1	160	97	185,764	10	20,693
94	236,278	...	...	4	458	776	1,784,366	98	236,736

ED.

5	11,926	...	...	...	...	67	141,245	5	11,926
...	...	...	...	...	...	67	113,236	...	...
1	1,070	...	...	...	...	75	162,583	1	1,070
2	3,595	...	...	...	...	75	155,656	2	3,595
5	16,002	...	...	...	...	58	146,934	5	16,002
1	2,041	...	...	...	...	45	131,276	1	2,041
7	25,844	...	...	...	...	41	117,918	7	25,844
5	15,703	...	...	...	...	32	88,239	5	15,703
4	10,628	...	...	...	...	48	120,480	4	10,628
3	6,031	...	...	2	109	49	131,697	5	6,140
7	14,996	...	...	...	...	54	119,488	7	14,996
4	11,886	...	...	...	...	58	136,995	4	11,886
44	119,722	...	...	2	109	669	1,555,747	46	119,831

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,097	751,570
1906	596,926	500	597,426	99,628	697,054	15,417	712,471
1907	412,127	200	412,327	190,387	602,714	20,018	622,732
1908	441,899	.....	441,899	144,312	586,211	19,098	605,309
1909	510,746	.....	510,746	120,406	631,152	18,491	649,643
1910	424,893	.....	424,893	130,506	555,399	19,324	574,723
1911	275,087	.....	275,087	121,369	396,456	17,019	413,475

* Compiled from returns received from the Railway Companies.

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1885.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1885.....	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,877
1886.....	42 888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887.....	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888.....	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889.....	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890.....	57,385	85,165,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891.....	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465 399	181,645,149
1892.....	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893.....	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,783	412,584	159,960,286
1894.....	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895.....	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896.....	87,364	122,974,132	31,520,976	6,411	9,854,133	93,775	132,828,315	33,207,079	584,599	229,346,959
1897.....	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898.....	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899.....	84,233	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900.....	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	346,503	136,571,588
1901.....	84,525	136,300,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,983	642,032	254,317,562
1902.....	89,216	141,252,169	34,907,243	15,944	24,606,384	1,05,160	165,858,553	41,464,638	674,450	266,698,930
1903.....	86,338	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490,600	43,872,650	725,338	286,920,007
1904.....	103,730	171,027,232	42,941,062	24,328	37,864,072	1,28,058	208,891,304	52,222,851	580,847	229,480,205
1905.....	113,474	189,298,879	49,406,422	24,847	41,285,870	1,38,321	230,584,749	57,646,187	750,689	297,389,194
1906.....	107,675	186,018,348	48,719,629	24,545	42,635,922	1,32,220	228,654,270	57,163,567	703,006	278,821,792
1907.....	123,967	222,306,983	60,617,174	31,486	51,605,269	1,55,453	273,912,252	68,478,063	608,980	241,085,783
1908.....	120,300	215,698,687	60,862,003	30,997	50,792,342	1,51,297	266,491,029	66,622,757	598,621	234,484,640
1909.....	141,920	252,992,500	70,093,139	39,326	66,751,717	1,81,246	319,744,217	79,936,054	636,329	252,460,745
1910.....	136,972	250,489,940	68,312,314	45,333	75,673,845	1,82,305	326,163,785	81,540,946	565,999	223,758,970
1911.....	122,601	224,438,698	63,524,949	54,000	89,411,376	176,601	313,850,074	78,462,518	403,214	158,682,640

* *N.B.*—The weights have been arrived at by dividing the length in yards, by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1911 by 4·00 lbs.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port only.

1910-1911.

From Official Returns.] [*Year ending 31st March* 1911.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of [0000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. [000's omitted.]		Percentage of		Total Value in Lakhs of Rupees. [000's omitted.]	Percentage.
				Goods.	Yarns.	Millions of lbs. [0000's omitted].	Percentage.			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	74·99	*18·75	174·10	20·57	83·33	192·85	64·27	†124·27	818·49	20·47	82·82	‡942·76	59·10
Indian Ports	250·56	*62·64	29·72	68·73	14·22	92·36	30·78	(a) 423·32	145·64	69·74	14·74	(b) 568·96	35·66
Interior by Rail	*39·00	9·75	5·11	10·70	2·45	14·86	4·95	§ 59·42	24·16	9·79	2·44	83·58	5·24
Total Indian ...	289·56	72·39	34·83	79·43	16·67	107·22	35·73	482·74	169·80	79·53	17·18	652·54	40·90
Grand Total ...	364·55	91·14	208·93	100·00	100·00	300·07	100·00	607·01	988·29	100·00	100·00	1,595·30	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa*.

† Piece-goods only; value (including all other sorts (Handkerchiefs, Hosiery, etc.), Rs. 130·25 lakhs; or

‡ Inclusive of Yarns Rs. 948·74 lakhs.

§ Estimated, Government having discontinued the publicati n of the values of Indian Manufactured Goods despatched to "other provinces" from Bombay Port.

(*a*) Piece-goods only; value including all other sorts (Handkerchiefs, Shawls, etc.), Rs. 429·00 lakhs; or

(*b*) Inclusive of Yarns Rs. 574·64 lakhs.

Exports of Bombay Manufactured Piece-Goods and Yarns from Bombay Port only.

1909-1910.

From Official Returns.] [*Year ending 31st March* 1910.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of (0000's omitted.)*		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. (000's omitted.)		Percentage of		Total Value in Lakhs of Rupees (000's omitted).	Percentage.
				Goods.	Yarn.	Millions of lbs. (0000's omitted.)	Percentage.			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	68·68	*17·17	211·86	16·77	85·98	229·03	65·67	†111·87	906·42	17·33	85·87	‡1,018·29	59·86
Indian Ports	260·15	*65·04	25·48	63·52	10·34	90·52	25·95	(a)422·96	111·96	65·52	10·60	(b)534·92	31·44
Interior by Rail	* 80·72	20·18	9·06	19·71	3·68	29·24	8·38	§ 110·74	37·27	17·15	3·53	148·01	8·70
Total Indian ...	340·87	85·22	34·54	83·23	14·02	119·76	34·33	533·70	149·23	82·67	14·13	682·93	40·14
Grand Total ...	409·55	102·39	246·40	100·00	100·00	348·79	100·00	645·57	1,055·65	100·00	100·00	1,701·22	100·00

* Assuming 4 yards to be the equivalent of 1 lb., and *vice versa*.
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c.) Rs. 116·60 lakhs; or
‡ Inclusive of Yarns Rs. 1,023·02 lakhs.
§ Estimated, Government having discontinued the publication of the values of Indian Manufactured Goods despatched to "other provinces" from Bombay Port.
(a) Piece-Goods only; value including all other sorts (Handkerchiefs, Shawls, &c.) Rs. 430·25 lakhs; or
(b) Inclusive of Yarns Rs. 542·21 lakhs.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1904-1905.

From Government Returns.] [*Years ending 31st March.*

Description.	To	In Millions of yards (0000's omitted).						
		1910-11.	1909-10.	1908-09.	1907-08.	1906-07.	1905-06.	1904-05.
T. Cloths	Mozambique	2·94	3·30	2·94	2·10	1·68	1·26	1·81
	Zanzibar (British and German East Africa)	4·82	4·87	3·95	3·51	4·24	3·42	4·45
	Aden	2·16	2·13	2·22	2·20	1·02	·57	·87
	China—Hongkong	.....	.....	·21	·04	·03	1·37	·31
	Do. Treaty Ports*	1·57	3·01	3·26	25	·43	5·38	3·51
	Mekran and Sonmiani	.....	.....	·11	·13	·13	·10	·03
	Abyssinia (Italian East Africa)	·59	·80	·74	·54	·64	·80	1·76
	Other Countries	13·88	11·29	8·93	6·71	5·78	4·62	4·01
	Total	25·96	25·40	22·36	15·48	13·95	17·52	16·75
Sheetings	Mozambique	·09	·02	.....	.....	·05	·02	·03
	Zanzibar	.....	·04	·02	·08	·24	·46	·17
	Aden	.....	·02	.....	·03	·04	·02	·42
	Arabia	.....	.....	.....	.....	·01	.....	·02
	China—Treaty Ports*	.....	.....	.....	.....	.....	·69	·34
	Other Countries	·08	·10	·07	·02	0·9	·34	·13
	Total	·17	·18	·09	·13	·43	1·53	1·11
Domestics	Aden	2·62	3·44	2·23	3·34	3·46	2·83	2·17
	Arabia	·01	·01	.....	·02	·11	·08	·17
	Other Countries	5·09	1·42	·60	·54	·72	·73	·49
	Total	7·72	4·87	2·83	3·90	4·29	3·64	2·83

Drills and Jeans ...	Zanzibar	.....	.....	.....	.....	.....	.....	.....
	Aden	·05	·02	·13	·03	.....	.....	·01
	Other Countries	·04	·06	...	·07	·05	1·19	·34
	Total ...	·09	·08	·13	·10	·05	1·19	·35
Long Cloths	Abyssinia (Italian East Africa) ...	·30						
	Mozambique	·47	·38	·76	·45	·59	1·22	3·00
	Zanzibar (British and German East Africa)	·38	1·64	·85	1·05	2·41	3·05	1·90
		.....	·53	·21	1·02	1·50	2·61	1·78
	Aden	1·78	1·69	2·32	1·56	2·79	3·06	2·81
	China – Treaty Ports*	.....	.....	...	.....	.....	·12	.....
	Arabia	·65	·47	·23	·33	·43	·11	·36
	Persia	·34	·36	·26	·23	·27	·25	·23
	Straits	.....	.....	.....	.....	.. ...	·02	·15
	Turkey-in-Asia	2·51	2·07	1·73	2·01	1·42	1·29	1·98
	Egypt	·42	·93	1·05	·77	1·25	·97	·54
	Other Countries	·98	·30	·41	·26	·47	·36	·37
	Total ...	7·83	8·37	7·82	7·73	11·13	13·06	13·12
Chudders	Aden	·58						
	Zanzibar (British and German East Africa)	4·50	4·25	·81	·55	1·28	1·09	·52
				2·72	3·46	3·53	2·71	3·04
	Other Countries	2·10	1·90	1·74	1·52	1·42	1·77	1·30
	Total ...	7·18	6·60	5·27	5·53	6·23	5·57	4·86
Dhoeties	Aden	·19	·07	·13	·11	·19	·33	·20
	Other Countries	·45	·33	·39	·25	·59	·77	·53
	Total ...	·64	·40	·52	·36	·78	1·10	·73
Other Sorts	Total ...	5·63	4·16	3·85	4·89	3·76	6·96	6·45
	Grand Total ...	55·22	50·06	42·87	39·12	40·62	50·57	46·20

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay Manufacture exported to Foreign Ports since 1904-1905.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1910-11	1909-10.	1908-09.	1907-08.	1906-07.	1905-06	1904-05.
T. Cloths	25·96	25·40	22·36	15·48	13·95	17·52	16·75
Sheetings	·17	·18	·09	·13	·43	1·53	1·11
Domestics	7·72	4·87	2·83	3·90	4·29	3·64	2·88
Drills and Jeans ...	·09	·08	·13	·10	·05	1·19	·35
Long Cloths ...	7·83	8·37	7·82	7·78	11·13	13·06	13·12
Chudders	7·18	6·60	5·27	5·53	6·23	5·57	4·86
Dhooties	·64	·40	·52	·36	·78	1·10	·73
Other Sorts	5·63	4·16	3·85	4·89	3·76	6·96	6·45
Total Millions of Yards ...	55·22	50·06	42·87	38·12	40·62	50·57	46·20
Total Lakhs of Rupees ...	82·26	72·40	62·23	57·71	58·74	69·92	60·27

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1903-1904.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted).							
	1910-1911.	1909-1910.	1908-1909.	1907-08.	1906-07.	1905-06.	1904-05.	1903-1904.
Mule No. 15s and under	84·32	104·58	120·17	111·10	118·55	139·13	118·35	114·16
„ „ 16s to 24s	87·17	104·23	102·53	92·98	112·37	135·98	111·44	119·87
„ „ 25s to 32s	·69	1·32	·84	1·54	·92	·43	1·07	·59
„ „ 33s to 50s	·51	·68	·39	·44	·41	·30	·52	·29
Total ...	172·69	210·76	223·93	206·06	232·25	275·84	231·38	234·91
Water No. 20s and under	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 21s to 30s	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	.....	.....	.....	.....	.....	.....	.....	.....
Colored Yarns ... Total ...	1·41	1·10	1·31	1·73	1·57	1·98	1·69	1·28
Total Yarns ...	174·10	211·86	225·24	207·79	233·82	277·82	233·07	236·19

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1903-1904.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1910-1911.	1909-1910.	1908-1909.	1907-1908.	1906-1907.	1905-1906.	1904-1905.	1903-1904.
Mule No. 15s and under	Aden	1·00	1·03	·95	·99	·94	·67	·69	·72
	U. K. & Continent	·78	·88	2·86	16·16	·82	·07	·45	·22
	Turkey in Europe	·22	·27	1·05	1·57	·32	·06	·53	·35
	China, Hongkong	38·93	39·18	39·78	30·59	40·07	66·71	43·62	51·49
	China, Treaty Ports*	37·50	57·64	68·78	56·45	71·75	68·93	69·81	58·05
	Other Countries	5·89	5·58	6·75	5·34	4·65	2·69	3·25	3·33
	Total	84·32	104·58	120·17	111·10	118·55	139·13	118·35	114·16
16s to 24s	Aden	·65	·66	·48	·55	·56	·49	·38	·63
	U. K. & Continent	·15	·23	·59	9·85	·11	·01	·09	·09
	Turkey in Europe	·03	·03	·02	·19	.....	.....	·03	.....
	China, Hongkong	38·88	38·31	47·14	33·07	38·96	61·38	48·33	54·65
	China, Treaty Ports*	35·27	52·17	44·79	36·38	65·36	66·33	58·49	57·18
	Straits	2·55	3·47	3·49	3·79	3·43	4·35	4·28	3·03
	Other Countries	9·64	9·36	6·02	9·15	3·95	3·42	4·34	4·34
	Total	87·17	104·23	102·53	92·98	112·37	135·98	111·44	119·87
Above No. 24s	Total	1·20	1·95	1·23	1·98	1·33	·73	1·59	·88
	Total Mule	172·69	210·76	223·93	206·06	232·25	275·84	231·38	234·91
Water	„ Water	.....	.....	.....	.....	.....	.....	.....	.....
Coloured	„ Colored	1·41	1·10	1·31	1·73	1·57	1·98	1·69	1·28
	Grand Total	174·10	211·86	225·24	207·79	233·82	277·82	233·07	236·19
	Value in Lakhs of Rs.	818·49	906·42	927·16	865·07	999·06	1,164·55	924·56	829·97

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) during the years 1885 *to* 1911.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,078,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	18,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,874,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,668	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,618,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,618,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	38,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,604,181	3,063,821	2,783,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,304	958,886
1905	667,223	63,666	3,485,956	728,041	1,420,503	4,205,315	629,498
1906	989,693	59,101	1,889,089	829,438	1,578,931	485,747	779,584
1907	1,126,376	54,390	2,333,472	2,026,544	2,235,206	552,660	848,293
1908	659,822	47,344	1,046,806	802,923	1,018,619	12,740	1,304,388
1909	672,247	69,121	1,843,403	1,273,005	1,620,631	2,177,644	828,110
1910	1,153,233	68,059	2,548,288	2,138,328	2,864,185	1,673,016	1,158,387
1911	776,417	62,721	4,947,482	1,384,053	2,016,231	3,326,327	835,283

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 21st February 1912.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good ; to promote and protect the general mercantile interests of this Presidency ; to collect and classify information on all matters of general commercial interest ; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general ; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business ; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest ; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be elected to Membership by ballot in the following manner :—

(*a*) The names of candidates with their proposers and seconders must be submitted to the Committee, who will fix the dates for the ballot.

(*b*) At least seven days' notice shall be given to all the members stating dates for voting, and the names of candidates with their proposers and seconders. Votes shall be received during the said seven days from 10-30 a.m. to 4 p.m.

On the seventh day the ballot-box shall be opened at 4 p. m. by a scrutineer (previously appointed by the Committee) and the Secretary, who will jointly declare the result of the voting.

(*c*) At least one-fourth of the Members of the Chamber must register their votes to make the ballot valid.

(*d*) In all voting for election to Membership the presence in the ballot of black balls in the proportion of one in six shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm ; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 200 per annum.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members ; and in the event of the elected representatives of the Chamber in the Legislative Councils of the Governor-General of India and the Governor of Bombay not being Members of the Committee at the time of their election they shall also be ex-officio Members of the Committee during their term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee:—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representatives of the Chamber in the Legislative Councils of the Governor General of India and the Governor of Bombay shall also be ex-officio Members of the Committee during their term of office.

2. At or about the end of each calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X, and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. The retiring Committee shall appoint a day for the election of Chairman and a day for the election of Deputy Chairman (which shall be duly advertised), upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (appointed by the Committee) and the Secretary, who will jointly declare the result of the voting.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election as Chairman or Deputy Chairman, seven

days before the date fixed for each election. The ballot-box shall be open from 10-30 a.m. till 4 p.m. on each of these seven days.

7. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

8. No Member of the Chamber shall give more than one vote for a candidate.

9. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

10. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

11. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

12. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

13. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of al Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened, twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorized to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorize the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.

RULES FOR THE ELECTION OF PORT TRUSTEES.*

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the date fixed for the election and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

* These rules also apply to the election of the Chamber's representatives on the Council of the Governor General of India, the Council of the Governor of Bombay and the Board of the City of Bombay Improvement Trust.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election, and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p. m. by a Scrutineer (previously appointed by them) and the Secretary who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee, as in manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case, involving a larger fee than Rs. 30 from each party, the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expense incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association.

I.—Buyer and Seller to have the option of selecting either an European or a Native Surveyor, provided always that it is distinctly understood that the Surveyor so appointed by either party is not directly interested in the subject-matter of the arbitration. Any objections regarding the Surveyor being an interested party must be lodged before the arbitration is undertaken, and the Chamber's decision on this point will be final and binding on all concerned. Surveyors in question should be appointed at least three days before the date fixed for the Survey.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

1. Girdhardas Jaithabhai, Esq., J.P.
2. Javerchand Cullianji Esq. (Messrs. Chunilal Shakelchand).
3. Jaithabhai Valjee, Esq.
4. Rowjibhai Naranji, Esq.
5. Valji Sunderji, Esq.
6. Chaturbhuj Shivji, Esq.
7. Vussonji Naranji, Esq. (Messrs. Matubhai Vussonji).
8. Rao Saheb Purshotam Odhavji, J.P.
9. The Hon'ble Mr. Manmohandas Ramji, J.P.
10. Purshotam Cooverji, Esq. (Messrs. Tricumdas Purshotam).
11. Runchordas Thakersey, Esq.
12. Narandas Haribhai, Esq. (Messrs. Hemraj Jaisang).
13. Davidas Madhowji, Esq. (Messrs. Madhowji Thackersey).
14. Hemraj Canji Esq.
15. Madhavji Thackersey, Esq.
16. Vithaldas Damodar Govindji Esq. (Messrs. Damodar Govindji)
17. Gopalji Walji Sunderji, Esq.
18. Jamnadas Harakhji, Esq.
19. Ranchordas Harjivan, Esq. (Messrs. Damoder Haridas).
20. Motilal Valabhji, Esq. (Messrs. Motilal Keshavji).
21. Valji Govind, Esq. (Messrs. Morarji Cullianji & Co.).
22. Haridas Hemraj Canji, Esq. (Messrs. Hemraj Canji).
23. Dhunjishaw Ardeshir, Esq (Messrs. Hormusji Khursetji).
24. Hemchand Amirchand, Esq. (Messrs. Tulakchand Jetha)
25. Naranji Nursey, Esq. (Messrs. Gordhandas Naranji).

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. C. H. Armstrong, of Messrs. Lyon, Lord & Co., Ld.
„ R. D. England and Mr. A. P. Stewart, of Messrs. W. & A. Graham & Co.
„ W. Evans, of Messrs. J. Duxbury & Co., Ld.
„ W. D. Hall, of Messrs. Latham Abercrombie & Co.
„ H. Holmes, of Messrs. Gysi & Kleinjung, Ld.
„ N. G. Hunt, of Messrs. Greaves, Cotton & Co.
„ D. M. Inglis and Mr. J. E Penrose, of Messrs. James Finlay, & Co., Ld.
„ A. W. Jobling, of Messrs. Shaw, Wallace & Co.
„ H. Johnson, of Messrs. D. Sassoon & Co., Ld.
„ J. Liebel, of Messrs. Bume and Reif.
„ L. McIlwrick, of Messrs. Forbes, Forbes, Campbell & Co., Ld.
„ E. G. Montgomery, of Messrs. Owen & Okell.
„ F. H. Pearce and Mr. J. R. Webster, of Messrs. Ewart, Latham & Co.
„ C Phillips, of Messrs. Killick, Nixon & Co.
„ Marshall Reid, C.I.E., and Mr. R. H. Brooke, of the Bombay Company, Limited.
, T. Sharples, of Messrs. Steiners, Ld.
„ W. T. Tootill, of Messrs. C. Macdonald & Co.
„ J. Van Rykom, of the Holland Bombay Trading Company, Ld.
„ Edwin Yeo, of Messrs. Fleming, Shaw & Co.
„ Thos. Zouros, of Messrs. Ralli Brothers.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of its being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognized for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorized to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show —

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement:
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal;

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured, is loaded

into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his

hands, but not when standing on one side, nor shall he ever be allowed to pull the callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under Orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorizing the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows:—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales...pies 8 per bale.

(*b*) On Round Timber or Logs, each ..... annas 8

(*c*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a* & *b*) in packages of diverse dimensions...anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*d*) On goods of any description measured on board a vessel ..... anna 1 per package

(*e*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of Order 16 (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to Order 16 (*d*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows :—

Length in feet and inches : As found with tape.

Breadth : The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth: Ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce, who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22, and should such remeasurement, in the opinion of the Secretary, show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy

and from it write up his certificates ; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	⅛
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	1/16
14.	On effecting remittances by Bills of Exchange	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	¼
24.	On granting and cashing letters of credit	½
25.	On depositing Government paper as security for constituents ...	½
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	$\frac{1}{8}$

NATIVE CONSIGNMENTS.

27. The recognized rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28. On procuring freight 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged	1
32.	On shipping treasure, bullion, and jewellery	⅛
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	¼
	If Treasure, Precious Stones, or Jewellery	½
38.	On moneys expended, *i.e*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally—*When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which fixes the rate on "procuring freight."*

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolutions—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 21st February 1912:—"That the resolution passed by the Chamber on 25th January 1888 regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows:—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for Bills of Lading presented during the subsequent week; on difference of freight 4½ per cent. as customary in the case of sailing ships and 1½ per cent. for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out, if the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×28" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co. and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. deadweight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

At a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chambers.

William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed:—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

> That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. deadweight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jowari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts. ; Mussur in bags, 16 cwts.; Teel or Gingelly seed, 14 cwts. ; Rape seed, 14 cwts.; Mustard seed, 14 cwts. ; Rice in bags, 16 cwts. ; Saltpetre, 16 cwts.; Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annotto, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ..	11 cwt.	.....
*Do. B do. do. ...	14 cwt.	.....
*Do. C do. do. ...	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in bag of 45½ × 25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added :—These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	10 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragons' Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following Resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	30 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	30 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	11 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Oil Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...
Oil Cake Powder	16 cwt.	...

* *At the Annual General Meeting held on 3rd March 1909, it was resolved that the footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be amended to read as follows :—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale based on the standard. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description and mixtures containing more than 2 per cent. of such	10 cwt.	17 cwt.
Castor Seed, other sorts, not containing more than 2 per cent. of the Bold Cawnpore description	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	...
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Salt	To the Ton. 28 Indian maunds of 82⅔ lbs.	To the Ton. 28 Indian maunds of 82⅔ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak : Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zakdory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 6 0		1	Acids, *viz.*:—Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 3 0		2	Do. do. do. do. ...	Drum ...	0 2 0	0 2 0
0 8 0		3	All other Acids...	Case ...	0 9 0	0 9 0
0 6 0		4	Do. do.	Half-case ...	0 6 0	0 6 0
0 6 0		5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0		6	Aërated Waters	One dozen ...	0 1 3	0 1 3
1 0 0		6A	Alabaster	Ton ...	2 4 0	2 4 0
0 4 0		7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6		8	Do do do. do. in bottles ...	One doz. qts. or 2 doz. pints.	0 1 6	0 1 6
0 2 0		9	Do. do.	Kilderkin ...	0 3 6	0 3 6
0 1 0		10	Do. do.	Firkin ...	0 2 0	0 2 0
0 12 0		11	Almonds in bags	Ton ...	1 12 0	1 12 0
Measurement		11A	Almonds in Casks	Package ...	Measurement.	
0 12 0		12	Alum	Ton ...	1 4 0	1 4 0
0 9 0		12A	Ammonia in Cylinders	Package ...	0 9 0	0 9 0
0 12 0		13	Anchors	Ton ...	1 12 0	1 12 0
	& wharfage for every 2 days or part thereof.	14	Do.	Coolie-load ...	0 2 0	0 2 0

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement		15	Apparel, not accompanying passengers ...	Case or package ...	Measurement.	
0 12 0		16	Arrowroot, country	Ton ...	2 4 0	2 4 0
Measurement		17	Do. foreign	Case or package ...	Measurement.	
Do.		18	Arsenic	Package ...	Do.	
1 12 0		19	Asphalte...	Ton ...	1 12 0	1 12 0
0 12 0		20	Assafœtida, refined	Do. ...	4 0 0	4 0 0
0 2 0		21	Do. do. in cases or packages with a minimum charge for a single case or package of one anna.	Cwt. ...	0 6 0	0 6 0
0 12 0	every 2 days or part thereof.	22	Do. coarse	Ton ...	2 0 0	2 0 0
		23	Attar—*see* Oils, perfumed.			
0 12 0		24	Ballast and Kentledge by cart	Do. ...	0 4 0	0 4 0
		25	Do. do. by lighters to or from Port Trust Bunders ...	.....	Free.	
0 2 0		25A	Bamboos, superior, for spear handles, &c. ...	Per bundle of 50 ...	0 4 0	0 4 0
0 4 0		25B	Do do.	Per bundle of 100 ...	0 8 0	0 8 0
0 4 0		25C	Do. do.	Per 100 loose ...	0 8 0	0 8 0
0 4 0		26	Bangles, foreign	Case ...	0 7 0	0 7 0
0 3 0		27	Bardans	Bundle or package	0 4 0	0 4 0
0 1 0		28	Baskets, cane	Dozen ...	0 1 6	0 1 6
0 0 6		28A	Bayonets	Each ...	0 2 0	0 2 0
0 2 0		29	Beads in cases	Case ...	0 7 0	0 7 0

0	4	0						
6	2	0						
0	3	6						
0	12	0						
1	0	0						
Measurement								
Do.								
0	12	0						
Measurement								
0	1	0						
Measurement								
1	8	0						
0	12	0						
Measurement								
Do.								
0	12	0						
Measurement								
0	3	0						
0	2	0						
Measurement								
0	12	0						
0	12	0						
Measurement								
0	0	6						
0	12	0						
0	2	0						
0	8	0						

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		61	Camphor	Ton ...	2 12 0	2 12 0
0 4 0		62	Camphorwood Drawers and Boxes	Each case ...	0 8 0	0 8 0
0 1 0		63	Candles	Cwt. ...	0 4 0	0 4 0
		64	Canes—*see* Rattans.			
0 4 0		65	Canvas	Bale ..	0 8 0	0 8 0
0 1 0		66	Do.	Bolt ...	0 2 6	0 2 6
0 4 0		67	Cardboards and Strawboards...	Case or bale ...	0 6 0	0 6 0
0 5 0		68	Carpets, woollen or foreign	Case or package ...	0 11 0	0 11 0
0 4 0		69	Do. cotton	Do. ...	0 6 0	0 6 0
0 1 0		70	Cardamoms	Cwt. ...	0 4 0	0 4 0
		71	Do. bastard—*see* Spices.			
3 0 0		72	Carriages, four-wheeled	Each ...	10 0 0	10 0 0
2 0 0		73	Carriages, two-wheeled	Do. ..	8 0 0	8 0 0
3 0 0			* Do. to or from Indian Coast Ports, 4-wheeled.	Do. ...	4 0 0	4 0 0
2 0 0			Do. do. do. do. 2 do.	Do. ...	3 0 0	3 0 0
0 12 0		74	Cassaware	Ton ...	2 0 0	1 12 0
0 1 0		75	Casks and Hogsheads, empty	Each ...	0 2 6	0 2 6
0 0 9		76	Do. do. half and quarter ...	Do. ...	0 1 3	0 1 3
0 2 0		77	Butts, Pipes and Puncheons	Do	0 3 6	0 3 6
0 12 0		78	Cement	Ton ...	1 2 0	1 2 0
0 12 0	every 3 days or part thereof.	79	Chalk	Do. ...	1 6 0	1 6 0

Measurement				80	Cheese, in cases	Case ...	Measurement.				
0	0	6		81	Do. loose	Each ...	0	0	6	0	0	6
				82	Chemicals—*see* Drugs and Medicines.							
0	12	0		83	Chillies, dried	Ton ...	1	2	0	1	2	0
0	12	0		84	China, copper cash	Do. ...	1	12	0	1	12	0
0	8	0		85	Do. white copperware	Case ...	0	8	0	0	8	0
0	3	0		86	Do. garden seats	Each ...	0	4	0	0	4	0
Measurement				87	Do. and Japanware	Case ...	Measurement.					
0	1	6		88	Do. ware in rolls, large	One dozen ...	0	4	6	0	4	6
0	1	6		89								
0	1	6		90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0	5	0	0	5	0
0	1	0		91	Do. do. do. ...	Case of ½ doz. & under	0	3	0	0	3	0
0	12	0		92	Do. Roots	Ton ...	2	0	0	2	0	0
Measurement				93	Cigars or Cheroots	Case ...	Measurement.					
0	12	0		94	Clay, China and Fire	Ton ...	2	0	0	2	0	0
0	3	0		95	Clocks	Case of under 8 c. ft.	0	8	0	0	8	0
0	6	0		96	Do.	Do. over 8 c. ft. ...	0	14	0	0	14	0
1	0	0		97	Clove, Stems	Ton ...	1	4	0	1	4	0
0	12	0		98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0	14	0	0	14	0
0	12	0		99	Coal and Coke in bags	Do. ...	0	10	0	0	10	0
0	4	0		100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0	8	0	0	8	0
0	2	0		101	Cochineal	Cwt. ...	0	3	3	0	3	3
0	12	0		102	Coffee	Ton ...	1	8	0	1	4	0
0	1	6		103	Coins, copper	Box or package ...	0	3	0	0	3	0
				104	Do. gold and silver—*see* Bullion.							
0	13	0		105	Coir, Fibre	Ton ...	1	2	0	1	9	0
0	4	0		106	Do. pressed	Bale ...	0	3	6	0	3	6
0	12	0		107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1	2	0	1	4	0
0	12	0		108	Colomba-root	Do. ...	2	0	0	2	0	0
Measurement				109	Confectionery	Case ...	Measurement					

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

wharfage for

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		110	Copper Sheets...	Ton ...	2 0 0	1 4 6
0 12 0		111	Do Cakes, Slabs or Tiles	Do. ...	1 12 0	1 8 0
0 12 0		112	Do Ware and Wire	Do. ...	2 0 0	1 12 0
Measurement		113	Do. do. when no weight is given ...	Package ...	Measurement.	
0 12 0		114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton ...	2 0 0	2 0 0
0 12 0		115	Copra	Do. ...	1 0 0	1 9 0
0 4 0		116	Coral	Box ...	0 13 0	0 13 0
Measurement		117	Do. imitation	Case ...	Measurement.	
0 12 0		118	Cordage and Rope—Hemp, Europe and Manilla	Ton ...	2 4 0	2 4 0
0 12 0	every 2 days or part thereof.	119	Coriander seed	Do. ...	1 9 0	1 9 0
Measurement		120	Corks	Bale or Case ...	Measurement.	
		121	Cotton, Raw*—			
0 4 0		A	Indian pressed bales (3½ cwts. *plus* tare) or doeras of 3 cwts. or under	Bale or Doera ...	0 2 0	0 2 0
0 5 0		B	American or other pressed bales of 4 cwts. or over	Bale ...	0 3 6	0 3 6
0 8 0		C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or doeras of over 3 cwts.	Bale or Doera ...	0 5 0	0 5 0
		122-123	*Cancelled.*			
0 12 0		124	Cowries...	Ton ...	1 8 0	1 8 0

0 6 0		125	Crackers, China	Case of 1 picul of 133 lbs. ...	0 6 0	0 6 0
0 6 0		126	Do. do.	Do. under 1 picul ...	0 4 0	0 4 0
Measurement		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft and above 20 c. ft. under items Nos. 403 and 407.
0 12 0		128	Cumin seed	Ton ...	2 12 0	2 12 0
Measurement		129	Cutlery...	Case ...	Measurement.	
1 12 0		130	Dammer	Ton ...	2 1 0	2 1 0
0 12 0		131	Dates, dry	Do. ...	1 0 0	1 0 0
0 12 0		132	Do. wet	Do. ...	1 0 0	1 0 0
0 3 0		133	Do. in pots...	One doz. pots. ...	0 6 0	0 6 0
0 12 0		134	Disinfecting Powder...	Ton ...	1 8 0	1 8 0
Measurement		135	Drugs and Medicines, foreign, not enumerated.	Case ...	Measurement.	
1 0 0		136	Drugs, country	Ton ...	2 4 0	2 4 0
0 4 0		137	Do. do.	Case ...	0 3 0	0 3 0
0 12 0		138	Dyes, country and foreign in bulk ...	Ton ...	2 0 0	2 0 0
0 3 0		139	Dyes, foreign	Case or package ...	Measurement.	
0 3 0		140	Dragon's blood	Do. ...	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.			
1 0 0		142	Earthenware, Piping, Retorts, &c., for Drainage	Ton ...	1 12 0	1 12 0

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf or the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.		143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.		Rs. a. p.	Rs. a. p.
0 4 0		144	Fans	Case ...	0 7 0	0 7 0
0 12 0		145	Fat, Grease, Lard and Tallow	Ton ...	2 0 0	2 0 0
0 4 0		146	Feathers...	Case or Package ...	0 7 0	0 7 0
Measurement.		147	Felt	Bale ...	Measurement.	
1 0 0		148	Firewood	Ton ...	0 12 0	0 12 0
1 0 0		149	Fishmaws	Do. ...	2 2 0	2 2 0
0 4 0		150	Flax and Linen Piece-goods	Bale ...	0 7 0	0 7 0
0 12 0	every 2 days or part thereof.	151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton ...	0 10 0	0 8 0
Measurement.		152	Fruits, fresh, foreign	Case ...	0 2 0	0 2 0
		153	Do. do. do.	Barrel ...	0 2 6	0 2 6
0 12 0		154	Do. dried, not enumerated	Ton ...	2 0 0	2 0 0
0 2 0		155	Do. do. from Europe	Case ...	Measurement.	
Measurement.		156	Do. fresh, from Zanzibar and Muscat ...	Basket ...	0 2 0	0 2 0
Do.		157	Furniture	Case ...	Measurement.	
0 1 0		158	Chairs, loose	Each ...	0 1 6	0 1 6
		159	Gallnuts—*see* Myrabollams.			
1 0 0		159A	Gallnuts, Persian	Ton ...	As Country Drug.	
1 0 0		160	Ghee	Do ...	1 12 0	1 12 0
0 12 0		161	Ginger, dry	Do. ...	1 2 0	1 4 0
Measurement.		162	Glassware	Hhd. or crate ...	Measurement.	
0 1 6		163	Glass, window	Box under 6 c. ft. ...	0 2 6	0 1 9

Measurement							Measurement.			
0	4	0		163A	Do.	„ over 6 c. ft. ...	0	6	0	0 6 0
0	4	0	½ wharfage for	164	Do. broken	Box or package ...	0	6	0	0 3 0
				165	Goats' hair, pressed	Bale ...				
				166	Gold, Gold-leaf, &c.—*see* Bullion.					
0	2	0		167	Gold leaf, mock	Box or package ...	0	3	0	0 3 0
0	12	0		168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton ...	0	9	0	0 8 0
0	12	0		169	Ground-nuts	Do. ...	0	13	0	0 13 0
0	12	0		170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bdellium	Do. ...	2	4	0	2 0 0
0	6	0		171	Gunny pieces and bags	Bale of over 200 pieces ...	0	5	0	0 6 0
0	4	0		172	Do. do.	{ Half bale (above 50 & up to 200 pieces). {	0	4	0	0 4 0
0	1	0		173	Do. do.	Bale of 50 pieces ...	0	2	0	0 2 0
Double the Magazine Rate.				174	*Cancelled.*					
				175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.—(*See* Machinery).					
Do.				176	Guns, Small Arms, Sporting Guns, Rifles, Pistols, Revolvers, &c. when imported or exported singly as part of personal equipment or luggage	.....	Free.			
Measurement				176A	Do. do. when imported or exported in cases or packages...	Case or package ...	Measurement.			
				177	*Cancelled.*					
Do.				178	Haberdashery, Millinery, Hosiery, &c. ...	Case ...	Measurement.			
Do.				179	Hams in cases	Do. ...	Do.			
0	1	0		180	Do. in canvas, loose	Do. ...	0	0	6	0 0 6
0	12	0		181	Hardware	Ton ...	2	4	0	1 12 0
Measurement				182	Do. when no weight is given	Case ...	Measurement.			
0	8	0		183	Harmonium and Organs if under 20 cubic ft.	Each ...	1	4	0	1 4 0
1	0	0		184	Do. do. if 20 c. ft. and under 30 c. ft.	Do. ...	1	13	0	1 13 0
1	8	0		185	Do. do. „ 30 c. ft and „ 40 c. ft.	Do ...	2	6	0	2 6 0
2	0	0		186	Do. do. „ 40 c. ft. and „ 50 c ft.	Do. ...	3	0	0	3 0 0
2	4	0		187	Do. do. „ 50 c. ft. and „ 60 c. ft.	Do. ...	5	0	0	5 0 0
2	8	0		188	Do. do. „ 60 c. ft. and „ 70 c. ft.	Do. ...	8	0	0	8 0 0

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs a. p.					Rs. a. p.	Rs. a. p.
2 12 0		189	Harmo.& Organs if 70 c. ft. and under 80 c. ft.	Each ...	12 0 0	12 0 0
3 0 0		190	Do. do. „ 80 c. ft. and over ...	Do. ...	15 0 0	15 0 0
Measurement		191	Harness and Harness requisites	Case ...	Measurement.	
		192	Hats and Caps—*see* Haberdashery.			
0 4 0		193	Hay and Straw, pressed	Bale ...	0 4 6	0 4 6
0 13 0		194	Hemp, loose, in bundles	Ton ...	1 13 0	1 13 0
0 4 0		195	Hemp, pressed	Bale ...	0 4 0	0 3 0
0 4 0		196	Hessians...	Do. ...	0 5 0	0 8 0
0 8 0		197	Hides, Buffalo, &c.	One hundred ...	1 0 0	1 0 0
0 12 0		198	Horns, of kinds	Ton ...	1 6 0	1 6 0
Special.		199	Ice	Do. ...	1 12 0	1 12 0
		200	Do. small quantities for use of ships in Docks		Free.	
		201	Incense—*see* Olibanum.			
Measurement		202	Indian Condiments	Case	Measurement.	
0 12 0		203	Indigo	Ton ...	2 0 0	2 0 0
Measurement		204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	Case ...	Measurement.	
0 6 0		205	Ink	Case or package ...	0 11 0	0 11 0
0 8 0		206	Do.	Cask ...	0 14 0	0 14 0
Measurement		207	Do.	Package of not more than 50 lbs. ...	0 2 0	0 2 0
0 12 0	½ wharfage for every 2 days or part thereof.	208	Ironmongery	Ton ...	2 4 0	2 0 0

Measurement				209	Do. when no weight is given ...	Package ...	Measure	ment.		
				210	Iron and Steel—					
0	12	0	½ wharfage for every 2 days or part thereof.		(i) Iron or Steel Bars, Hoops, Pig, Rods, Scrap, Sheets, Bands, Angle, Tee and Old.	Ton ...	1	2	0	1 2 0
0	12	0			(ii) Steel-Fagot, Keg, Spring and Octagon.	Do. ...	1	8	0	1 8 0
0	12	0		211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	Do. ...	1	10	0	1 10 0
				212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.					
0	2	0	1 wharfage for every 2 days or part thereof.	213	Ivory, Elephants' Tusks, &c....	Cwt. ...	0	3	3	0 3 0
0	4	0		214	Ivoryware	Package ...	0	10	0	0 10 0
0	12	0		215	Jaggery	Ton ...	0	12	6	0 12 6
0	4	0		216	Jars, fancy, large, China and Japan... ...	Each ...	0	3	0	0 3 0
1	8	0		217	Do. common, large	One hundred ...	6	0	0	6 0 0
1	0	0		218	Do. do. small	Do. ...	4	0	0	4 0 0
1	0	0		219	Jewellery and Trinkets*	Box or package ..	1	8	0	1 8 0
0	4	0		220	Jewellery and Trinkets, imitation	Do. ...	0	8	0	0 8 0
0	4	0		221	Jute, pressed	Bale ...	0	5	0	0 3 0
0	8	0		222	Kerosine Oil	Case of 8 imp. gal. ...	0	1	3	0 1 3
0	12	0		223	Khootwood	Ton ...	2	0	0	2 0 0
1	0	0		224	Lac	Do. ...	2	8	0	2 8 0
0	2	0		225	Lac-dye	Package ...	0	7	0	0 7 0
0	4	0		226	Lace and Thread, Gold and Silver, or Kinkob	Do. ...	0	8	0	0 8 0
Measurement				227	Do. do. do. do. mock ...	Case or package ...	Measure	ment.		
0	12	0		228	Lead, Pig, Piping, Sheet and Rolls	Ton ...	1	8	0	1 8 0
0	12	0		229	Do. Black, White and Red...	Do. ...	2	4	0	2 4 0
0	12	0		229A	Lead, Red, Imitation (Red Earth or Ochre).	Do. ...	1	0	0	1 0 0
0	12	0		230	Lead Shot	Do. ...	2	4	0	2 4 0
Measurement				231	Leather, foreign	Case or package ...	Measure	ment.		
0	12	0	½ wharfage for every 2 days or part thereof.	232	Liquorice root...	Ton ...	2	0	0	1 8 0

* Packages containing single articles of Jewellery and Trinkets shall be charged off under Item 398.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
Rs. a. p.		233	Live Stock :—		Rs. a. p.	Rs. a. p.
Special.		233	Bullocks	Each ...	1 0 0	1 0 0
		I				
		A	Cows and Buffaloes...	Do. ...	1 12 0	1 12 0
		B	Calves and Pigs	Do. ...	0 10 0	0 10 0
		C	Dogs and Monkeys	Do. ...	0 3 0	0 3 0
		D	Donkeys	Do. ...	1 12 0	1 12 0
		E	Deer	Do. ...	0 10 0	0 10 0
		F	Elephants	Do. ...	6 0 0	6 0 0
		G	Fowls and Ducks	One dozen ...	0 3 6	0 3 6
		H	Goats and Sheep	Each ...	0 5 0	0 5 0
Special.	every 2 days or part thereof.	I	Horses †	Do. ...	2 0 0	2 0 0
		J	Mules	Do. ...	2 0 0	2 0 0
		K	Pigeons, Quails and Partridges	Per dozen ...	0 2 0	0 2 0
		L	Turkeys and Geese	Do. ...	0 6 0	0 6 0
		M	Tigers, Bears, Crocodiles, and other Wild Animals	Each ...	5 0 0	5 0 0
		M-1	Tigers and other Wild Animals, cubs of...	Do ...	1 0 0	1 0 0
		N	Other small birds		Free.	
		O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner.		Do.	
		P	Animals for public gardens in India ...		Do.	
		234	Luggage of European sailors, ship captains, members of the Water Police, and Pre-			

				ventive Officers when proceeding on or returning from duty at the Docks ...					
			235	{ *Cancelled.*					
			236						
0	12	0	237	Machinery, up to ¼ ton weight	Ton ...	1	4	0	1 4 0
1	4	0	238	Do. over ¼ and not exceeding 1½ tons.	Do. ...	1	10	0	1 10 0
1	12	0	239	Do. over 1½ and not exceeding 5 tons.	Do. ...	1	14	0	1 14 0
2	0	0‡	240	Do. over 5 and not exceeding 8 tons.	Do. ...	2	4	0	2 4 0
2	8	0‡	241	Do. over 8 and not exceeding 11 tons.	Do. ...	4	0	0	4 0 0
3	0	0‡	242	Do. over 11 and not exceeding 15tons.	Do. ...	5	0	0	5 0 0
4	0	0‡	243	Do. over 15and not exceeding 100tons.	Do. ...	7	8	0	7 8 0
0	12	0	244	Madder or Munjeet	Do. ...	2	0	0	1 8 0
			244A	Mails					Free.
1	0	0	245	Marble and Marble Slabs	Ton ...	3	4	0	2 4 0
Double Measurement.			246	Matches	Case ...	Measurement.			
0	4	0	247	Mats of sorts, foreign	Package of 50 ...	0	5	6	0 5 6
0	2	0	248	Do. country...	One hundred ...	0	6	0	0 6 0
Measurement			248A	Mats, Zanzibar...	Package ...	Measurement.			
0	4	0	249	Matting, coir	Do. ...	0	5	0	0 5 0
0	6	0	250	Do. rolls of coir carpet...	Do. ...	0	8	0	0 8 0
			251	Medicines—*see* Drugs.					
0	12	0	252	Metals, unenumerated...	Ton ...	3	0	0	1 4 0
			253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons	Do. ...	2	0	0	2 0 0
Machinery Rates.			254	Do. do. for weights above 5 tons	Same rates as Machinery.				
			255	Do. do. when no weight is given	Package ...	Measurement.			
			256	Millinery—*see* Haberdashery.					
			257	Mill furnishings—*see* Rates for Machinery.					
0	4	0	258	Mineral waters...	Case or cask ...	0	5	0	0 5 0
0	12	0	259	Mother-o'-Pearl Shells	Ton ...	2	4	0	1 12 0
Machinery Rates.			259A	Motor Cars, Wagons and Lorries, and their Accessories.	Case or package ...	Same rates as machinery.			

† wharfage for

† When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

‡ Plus cranage fees as fixed at the Docks.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
2 0 0		259B	Motor Bicycles or Tricycles	Case or package ...	8 0 0	8 0 0
0 12 0		260	Mowra Flowers...	Ton ...	0 15 0	0 15 0
0 4 0		261	Musk	Case or package ...	1 4 0	1 4 0
0 12 0		262	Myrabollams or Gall-nuts and Beeda-nuts...	Ton ...	0 15 0	0 15 0
0 12 0		263	Nails, of sorts	Do. ...	1 12 0	1 12 0
0 12 0		265	Nuxvomica	Do. ...	2 0 0	1 8 0
0 12 0		266	Oilcake	Do. ...	1 2 0	1 2 0
0 2 0		267	Oils—Linseed, Castor, Gingelly, and other Vegetable and Lubricating oils.	Tin, drum or case up to 10 Imperial gals.	0 2 6	0 2 6
0 12 0		268	Do. do. do. do in casks...	Ton ...	1 8 0	1 8 0
0 8 0		269	Oils, perfumed...	Case or pot ...	0 10 0	0 10 0
Measurement		270	Oilcloth and Floorcloth	Ton ...	2 0 0	2 0 0
0 1 0		271	Oilman's Stores	Case below 2 c. ft. ...	0 3 0	0 2 0
0 1 6		272	Do.	Case from 2 to 5 c. ft.	0 4 0	0 4 0
Measurement		273	Do.	Case from 5 c. ft. and upwards ...	Measurement.	
1 0 0		274	Olibanum or Incense	Ton ...	1 12 0	1 8 0
1 8 0		275	Opium	Chest of 140 lbs. ...	1 12 0	1 4 0
0 12 0		276	Do.	Half chest ...	0 14 0	0 10 0
		276A	Ore, Manganese	Ton ...	.....	0 8 0
		276B	Do. Manganese, shipped at the Jetty Berths, Prince's Dock	Do. ...	.....	*0 10 6
		276C	Ore, Mineral other than Manganese ...	Do. ...	.....	0 12 0

every 2 days or part thereof.

	0	2	0						
	0	1	0						
	0	12	0						
	0	4	0						
	0	4	0						
	1	0	0						
	0	4	0						
As Oilman's Stores.									
	0	12	0						
Measurement									
Do.									
	4	0	0						
	2	0	0						
	0	4	0						
	0	4	0						
	0	4	0						
	1	12	0						
	1	0	0						

& wharfage for

277	Organs and Harmoniums—*see* Harmonium.								
278	Orsidue or Brass leaves	Package	...	0	2	6	0	2	6
279	Post parcels exceeding 11 lbs. in weight ...	Each	...	0	2	6	0	2	6
280	Paints, oil	Ton	...	2	4	0	2	1	0
281	Paper, of kinds (including Bales of old newspapers)	Case or bale	...	0	6	0	0	6	0
281A	Paper imported from Calcutta or any Ports of British India	Bale	..	0	4	0	0	6	0
282	Pearls	Box or package	...	1	0	0	1	0	0
283	Do. imitation	Do. do.	...	0	7	0	0	7	0
283A	Peas, blue, from Europe	Package	...	As Oilman's Stores.					
284	Pepper of kinds and Pepper Roots	Ton	...	2	0	0	1	12	0
	Perambulators	Case	...	Measurement.					
285	Perfumery—Hair Oil, Pomades, &c. ...	Do.	..	Do.					
286	Pianofortes	Each	...	5	0	0	5	0	0
286A	Pianolas	Do.	...	2	0	0	2	0	0
287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale	...	0	4	0	0	2	6
288	Piece-goods, Silks and Velvets	Do.	...	0	12	0	0	12	0
289	Do. Cotton and Silk, large bales ...	Do.	...	0	12	0	0	12	0
290	Do. Woollens...	Do.	...	0	6	0	0	5	0
291	Pitch	Ton	...	2	2	0	2	2	0
292	Porcelain—*see* Crockery.								
292A	Post Parcels not exceeding 11 lbs. in weight						Free.		
293	Plants for public gardens in India... ..						Do.		
294	Platedware—*see* Bullion.								
295	Precious Stones	Box or case	...	1	0	0	1	0	0
296	Provisions, fresh, for voyage†	Coolie-load	...	0	1	0	0	1	0
297	Do. for daily use of Ships in Docks.						Free.		

* Included the use of the Trustees' Tramway.

† Other *bona fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repairs mported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 2 0		298	Quicksilver	Bottle ...	0 5 0	0 5 0
0 2 0		299	Rags	Bale or package ...	0 4 0	0 3 0
See Machinery.		300	Railway Plant and Materials		Same rates as Machinery.	
		301	Raisins—*see* Fruits, dried.			
0 12 0		302	Rattans	Ton ...	2 4 0	2 4 0
0 1 0		303	Do. Malacca	One dozen ...	0 3 0	0 3 0
0 12 0		304	Rose-flowers, dried	Ton ...	2 4 0	2 4 0
0 2 0		305	Rose-water	Case ...	0 2 6	0 2 6
0 1 0		306	Do.	Carboy ...	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
1 12 0	every 2 days or part thereof.	308	Rosin	Ton ...	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
0 12 0		310	Safflower...	Ton ...	2 8 0	1 12 0
0 6 0		311	Saffron	Case ...	1 0 0	1 0 0
0 12 0		312	Sago	Ton ...	2 4 0	2 4 0
Measurement		313	Do.	Case or package.	Measurement.	
0 12 0		314	Salammoniac	Ton ...	2 4 0	2 4 0
0 12 0		315	Salt, country	Do. ...	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's Stores.			
0 12 0		316A	Do. English in Bulk	Ton ...	0 6 0	.....
0 12 0		317	Saltpetre	Do. ...	2 0 0	2 0 0
0 1 0		318	Samples, Cotton, small		Free.	
0 1 0		319	Do. other than above	Parcel ...	0 1 0	0 1 0
Measurement		320	Do. do. in case	Case ...	Measurement.	

0 12 0	½ wharfage for	321	Sandalwood	Ton	...	2	0	0	2	0	0
Measurement		322	Do. boxes and ware	Package	...	0	7	0	0	7	0
0 12 0		323	Sapanwood	Ton	...	1	10	0	1	6	0
0 12 0		324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do.	...	0	10	0	0	11	0
0 12 0		325	Seeds other than Oil-seeds, unenumerated...	Do.	...	1	12	0	1	12	0
0 12 0		326	Senna Leaves	Do.	...	2	4	0	1	12	0
1 0 0		327	Shark Fins and Samoodar Fins	Do.	...	2	2	0	2	2	0
0 8 0		328	Shawls, Cashmere and Delhi...	Case or package	...	0	14	0	0	12	0
0 4 0		329	Shawls, European	Do. do.	...	Measurement.					
0 12 0		330	Shellac	Ton	...	2	8	0	1	12	0
0 3 0		331	Shells, in cases, unenumerated	Case	...	0	7	0	0	7	0
0 12 0		332	Do. in bags and loose, unenumerated ...	Ton	...	2	0	0	1	8	0
0 1 6		333	Shovels	Per dozen	...	0	3	0	0	3	0
0 4 0		334	Silk, Raw	Case or bale	...	0	8	0	0	8	0
		335	Do. Piece-goods—*see* Piece-goods.								
		336	Silverware—*see* Bullion.								
Measurement		337	Skins, Goat and Sheep, tanned	Bundle, bale or case.		0	6	0	0	6	0
Do.		338	Soap, perfumed, foreign	Case	...	Measurement.					
Do.		339	Do. bar do.	Do.	...	Do.					
Do.		340	Do. do. do. in small boxes ...	Per cubic foot	...	0	2	0	0	2	0
1 0 0		341	Do. country, soft, and bar	Ton	...	1	12	0	1	12	0
0 12 0		342	Spelter and Solder	Do.	...	1	14	0	1	14	0
1 0 0		343	Spices—Cinnamon, Mace, Nutmegs, Cloves, Bastard Cardamoms, and others, unenumerated	Do.	...	1	12	0	1	8	0
		344	Cardamoms—*see* Special Rate for Cardamoms.								
0 0 2		345	Spirits, Liquors, and Wines in wood ...	Imp. gal.	...	0	0	3½	0	0	3½
0 0 9		346	Do. do. do. in bottle ...	1 doz. qts. or 2 doz. pints	...	0	2	0	0	2	0
Measurement		347	Stationery, unenumerated	Case or cask	...	Measurement.					
		348	Steel—*see* Iron and Steel, Items 210–212.								
0 12 0		349	Sugar, Sugar-candy and Molasses	Ton	...	0	12	6	0	12	6

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 2 0		350	Sugar, Loaf or Chopped	Case of 1 cwt. & over.	0 5 0	0 3 6
Measurement		351	Do. do. do.	Case under 1 cwt. ...	Measurement.	
1 12 0		352	Sulphur	Ton ...	2 2 0	2 2 0
		353	Tallow—*see* Fat.			
1 0 0		354	Tamarind	Do. ...	1 4 0	1 4 0
1 12 0		355	Tar	Do. ...	2 2 0	2 2 0
0 6 0		355A	Tarpaulins, new	Bale ...	0 8 0	0 8 0
0 3 0		355B	Do. old	Do. ...	0 4 0	0 4 0
0 1 0		356	Tea	Package up to 15 lbs.	0 1 0	0 1 0
0 1 0		357	Do.	Do. above 15 lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0	every 2 days or part thereof.	358	Do.	Do. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 12 0		358A	Do.	Package of 180 lbs. ...	.....	0 8 0
Measurement		359	Thread	Case ...	0 6 0	0 5 0
0 12 0		360	Tiles, flooring	Ton ...	2 4 0	2 4 0
0 12 0		361	Do. foreign	1,000 ...	3 12 0	3 12 0
Per ton.						
0 12 0		362	Do. Mangalore	Regtr. ton of vessel...	1 12 0	1 12 0
1 8 0		363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1 12 0	1 12 0
0 12 0		364	Do. planks and scantlings	Do. ...	1 4 0	1 4 0
0 12 0		365	Tin, of kinds	Ton ...	1 12 0	1 4 0
0 1 0		366	Tin plates	Box of 1 cwt. & under.	0 1 6	0 1 3

0 4 0	½ wharfage for	367	Tobacco, foreign or manufactured	Case ...	0 6 0	0 6 0		
Measurement		368	Do. country	Bale ..	Measurement.			
0 4 0		369	Tortoise Shell	Case ...	0 9 0	0 9 0		
Measurement		370	Toys *	Do. ...	Measurement.			
Do.		371	Trunks and Boxes	Do. ...	Do.			
0 12 0		372	Turmeric and Turmeric powder	Ton ...	1 2 0	1 4 0		
0 4 0		373	Turpentine	Tin, drum or case up to 10 Imp. gals. ...	0 2 6	0 2 6		
1 4 0		374	Twine	Ton ...	1 8 0	2 0 0		
Piece-goods Rates.		375	Twist and Yarn	Bale ...	0 4 0	0 2 3		
Measurement		376	Umbrellas	Case ...	Measurement.			
0 1 0		377	Varnish	Five Imp. gals. ...	0 2 0	0 2 6		
		378	Vegetables, fresh, for voyage	Coolie-load ...	0 1 6	0 1 6		
		379	Do. do.	Cart-load ...	0 7 0	0 7 0		
		379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton ... / Cart-load ...	1 0 0 / 0 12 0	1 0 0 / 0 12 0		
0 2 0		380	Vermilion	Case ...	0 5 0	0 5 0		
0 4 0		381	Waste, Cotton, Twist and Wool	Bale ...	0 2 0	0 2 0		
0 8 0		382	Watches, gold and silver	Case ...	1 8 0	1 8 0		
0 4 0		383	Do. other than above	Do. ...	0 12 0	0 12 0		
0 12 0		384	Whiting	Do. ...	2 0 0	2 0 0		
0 12 0		384A	Whiting imported loose as broken stowage.	Ton ...	1 0 0	1 0 0		
		385	Wines, &c.—*see* Spirits.					
0 1 0		386	Wire, bottling	Case of 1 cwt. ...	0 2 0	0 2 0		
1 0 0		387	Do. of sorts, unenumerated	Ton ...	2 4 0	2 4 0		
0 8 0		388	Wool, unpressed	Docra up to 1½ cwts...	0 4 0	0 4 0		
		389	Do. do.	Bale from 1½ to 3 cwts	0 6 0	0 6 0		
		390	Do. do.	Bale or bora above 3 cwts.	0 8 0	0 8 0		
0 4 0		391	Do. pressed	Bale	0 5 0	0 5 0		
		392	Do. Berlin—*see* Haberdashery.					
		393	Woollens—*see* Piece-goods.					
0 12 0		394	Yellow-metal Sheets, Sheathing and Braziers	Ton ...	2 0 0	1 4 0		
0 12 0		395	Zinc, Sheathing, Sheets and Perforated Sheets	Do. ...	2 0 0	2 0 0		

* Boxes above 1 cwt. to be charged proportionately.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.		396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—		Rs. a. p.	Rs. a. p.
0 1 0	½ wharfage for every 2 days or part thereof.	397	if under 4 cubic feet	Package ...	0 2 0	0 2 0
0 1 6		398	if 4 or under 6 cubic feet	Do. ...	0 4 0	0 4 0
0 2 6		399	if 6 „ 10 „	Do. ...	0 6 6	0 6 6
0 4 0		400	if 10 „ 15 „	Do. ...	0 8 0	0 8 0
0 5 0		401	if 15 „ 20 „	Do. ...	0 10 0	0 10 0
0 6 0		402	if 20 „ 30 „	Do. ...	0 14 0	0 14 0
0 10 0		403	if 30 „ 40 „	Do. ...	1 3 0	1 3 0
0 14 0		404	if 40 „ 50 „	Do. ...	1 8 0	1 8 0
1 0 0		405	if 50 „ 60 „	Do. ...	1 14 0	1 14 0
0 1 0		406	For every 10 cubic or part of 10 c. ft. additional	Do. ...	0 2 0	0 2 0
1 4 0		407	On all goods not enumerated, chargeable by weight	Ton ...	2 4 0	2 4 0
		408	Unenumerated unpacked goods	Coolie-load ...	0 2 0	0 2 0
		409	*Bona fide* passengers' baggage within the meaning of the rules issued by the Customs Department, unmanifested and for which Dock labour is not supplied ...			Free
		410	Passengers' baggage not regarded as *bona fide* within the meaning of the rules issued by the Customs Department ...	Per coolie-load ...	0 2 0	0 2 0
				Per cart-load ...	0 8 0	0 8 0

Hazardous goods landed at the Docks but which cannot be received at the Dock Transit Shed, and which need to be removed to the Special Sheds for such goods will be charged double the rates for removal and rent prescribed in columns 1 and 2.

Dangerous, Explosive and Inflammatory and Inflammable Goods landed at the Docks contrary to the Dock By-laws must be removed by the consignee at once, failing which they will be removed at his risk and expense to the Trustees' Wharehouses reserved for such goods.

Wharfage on such goods not enumerated in the Dock Scale of Rates will be charged double the Bunder Scale of Rates.

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class—4 pies a maund, or 9 annas a ton.

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabollams.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st Class—6 pies a maund, or 13 annas a ton.

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds.
Iron, bar-iron, hoops, pig, scrap sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papadkhar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class—8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Bloodstones, Cambay stones and gold stones.
Brass and brassware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colamba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux-vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & woo..
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aërated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wood, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton silk and woollen.
Plants.
Shark fins, samoodler fins.
Shells.
Skins, goats' and sheep, tanned.
Toys.
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and cannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephants' tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to $82\frac{2}{7}$ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding*, *charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply

The Minimum charge for any package shall not be less than *one anna.*

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna.*

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each.
„ „ „ over 6 „	0	1	0	„
Bales under 6 cubic feet	0	1	0	„
„ over 6 „	0	2	0	„
Cases, Machinery, under 1½ tons weight	0	2	0	„
Packages over 1½ tons weight...	0	8	0	„
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	„
„ „ „ over 2 dozen...	0	1	0	„
Pianos and Harmoniums	0	4	0	„
Gilt Mouldings	0	4	0	„
Quarter Casks in Casing	0	4	0	„
Hogsheads „	0	8	0	„
Two-wheeled Carriages	0	4	0	„
Four-wheeled „	0	8	0	„
Fixing Carriages...	4	0	0	„

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales when labour is not supplied 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings } To be used at }	0	8	0	„
For Hire of Wire net Slings { ship's risk. }	2	0	0	„
For Hire of Large Iron Tubs	1	0	0	„
For Hire of Small Tubs	0	8	0	„
For Hire of 5-Ton Trucks	3	0	0	„
For Hire of 10-Ton „	6	0	0	„

9. For weighing on Docks Scales, or measuring goods when labour is supplied by the Trustees 3 annas per ton will be charged and a further charge of Rs. 2 per day when a clerk is employed.

9A. For weighing goods on the Docks weighbridges Re. 1 up to 16 tons and 1 anna for every ton in excess of 16 will be charged. The Dock weighbridges are to be used for all goods that merchants require to weigh in Dock and the use of the scales under paragraph 8 will only be allowed when necessitated by circumstances.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

1. IMPORTS.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days free of rent after landing. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

After the free days allowable have expired, extra wharfage will be levied for the first three days or part of 3 days, and thereafter for every succeeding 2 days or part thereof until the goods are taken delivery of or warehoused at the rate of one-third of the wharfage fee to which the goods may be liable as shown in the scale of rates.

B.—(1) (i) All iron and steel as specified under 210 (i) shall be stacked by the Trustees' Contractors *according to marks*, as far as possible, as landed.

(ii) In the event of any part of consignment of rod, bar or pig iron or steel or other description of iron or steel specified under Item 210 (i) being unmarked or in the opinion of the Docks Superintendent so insufficiently marked as to prevent the delivery of the whole consignment according to Bill of Lading, he shall have the whole of such consignment sorted *according to sizes*, as far as possible, as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2) Seven free days will be allowed for the delivery of all iron or steel landed in the Docks.

Note.—In the case of iron or steel which has to be sorted under the last clause of the preceding rule the free days will count from the date on which the Docks Superintendent shall notify that the iron has been sorted and is ready for delivery.

In all other cases the free days will count from the day after the day of landing.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

(4) The Trustees reserve to themselves the right to refuse to deliver part only of a consignment falling under 210 (i).

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks

and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed: provided—

(1) that the consignee's intention to load the goods into wagon is previously declared before the goods are landed;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Dock Superintendent; and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent, if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired, rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

q.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. *Overside Charges.*—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged ⅓rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.			Coir.			Wool.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
On landing, if work is done by muccadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by muccadum, per bale.....	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by Trust, per bale	0	2	0	0	2	9	0	4	6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

* BYE-LAW—Working hours at the Docks shall be from 7-30 a.m. (Indian Standard Time) to 12-30 p.m. (Indian Standard Time) and from 1-30 p.m. (Indian Standard Time) to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 25.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage on packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 29.

18A. All goods, except Railway materials for the G. I. P. and B. B. & C. I. Railway Companies, landed on the Dock quays for ship's convenience, which have been charged full Import wharfage, will, if loaded into boats in Dock, to be afterwards re-landed at a Port Trust Bunder, be charged hamallage only, instead of Export wharfage.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

30. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every vessel occupying a berth inside the Docks (other than country craft not square-rigged, for which the charges are fixed by 20 E and except troopships, for which special rates may be arranged) will be charged 1½ pie per ton per diem, on her net registered tonnage, the minimum charge for each such vessel occupying a berth inside the Docks being Rs. 30. Provided that every vessel which moves to a berth inside the Docks from the occupation of a berth at the outside Harbour face of the Dock wall or *vice versa* shall be charged Dock Dues at the above rates for the full period of her occupation of a berth whether inside or outside the Docks.

B.—Subject to the proviso contained in 20-A, every vessel occupying a berth at the outside or Harbour face of the Dock wall other than the vessels mentioned as exceptions in 20-A and country craft (not square-rigged) chargeable under 20-E shall be charged 1 pie per ton per diem on her net registered tonnage, the minimum charge for each such vessel being Rs. 25. Provided that if a vessel at such berth lands or embarks passengers only the charge shall be a fixed charge of Rs. 15 for every day or part of a day.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—

For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday Work.*

The charges for night work at Wet Docks shall be as follows:—

A.—Rs. 30 per night from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time).

Rs. 15 per half-night, from 7-30 P.M. (Indian Standard Time) to midnight (Indian Standard Time).

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time), and Rs. 7½ per half night, from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time), to be paid by each ship receiving goods through a Dock gate after working hours except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays:—

For work done any time between midnight on Saturday and midnight on Sunday ..... Rs. 200
For work done on Holidays ..... „ 30 per day.
„ „ ..... „ 15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act, without Import and Export documents, the following wharfage fees shall be charged:—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates:—

One-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... 2½ annas per ton.
2. Groundnuts, Myrabollams, Oil-seeds and Jaggery..... 3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days; thereafter the ordinary Dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30-A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4-30 P.M. (Indian Standard Time) to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4-30 P.M. (Indian Standard Time).

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half-day or half-night ...	4	0	0

Day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) and from 1-30 P.M. (Indian Standard Time) to sunset. Half day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) or from 1-30 P.M. (Indian Standard Time) to sunset. Night to be from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time). Half night to be from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time).

Any part of a day or night less than a half will be charged as half a day or night.

..—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

					Rs.	a.	p.	
			5 tons...	...	1	0	0	per ton
„	5	„	„ 8	„ ...	2	0	0	„
„	8	„	„ 11	„ ...	3	4	0	„
„	11	„	...	...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using either the 30-ton crane or the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

FOR SAILING SHIPS.

Net registered tonnage of ship.	Main Mast.	Fore Mast.	Mizen Mast.	Bow Sprit.
	Rs.	Rs.	Rs.	Rs.
1,500 and over	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

FOR STEAMERS.

A charge of Rs. 10 for each ton or part of a ton weight of the mast.

The above charge will cover all cranage charges except those under 29-Q.

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Dock are as follows :—

		Rs.	a.	p.
(1)	* * * * *			
(2)	* * * * *			
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0	3	0
(4)	State Railway and Government Stores ...	Special Rates.		
(5)	Manganese ore and other similar ores ... per ton	0	2	0
(6)	Coal and Coke ... ... ,,	0	2	0
(7)	All other goods ... ... ,,	0	3	0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... ,,	0	4	0
(9)	* * * * *			
(10)	* * * * *			

31. *Cancelled.*

By Order of the Trustees,

H. E. HART,

Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross.	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	.....	50
Chiretta, in bales	16	50
Churreh	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at 20	50
Cowries		.....
Cumin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dhall	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs.
Ganjah	.....	50 gross.
Hemp	5 bales not exceeding 14 gross.	52
Hides, Buffalo or Cow, cured		
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
„ „ cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding	52
Jute Cuttings	5 bales not exceeding	52
Lac Dye	.....	50
Lard	20 gross	
Linseed	20	...
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabollams...	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ chests	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks	4 hhds.	
Oil-seed Cake	20	.....
Opium	per	chest.
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.. ...
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower	5 bales not exceeding	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20 gross	
Saltpetre	20	.....
Salt	20	.....
Sapan Wood. for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	... ...	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14 gross.	

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarind, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dhall, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892, with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-oreders*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ ,,

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ ,,

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money, whether the same shall pass through the Agent's hands or not... ... ... 2½ ,,

17 On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 ,,

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 ,,

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ ,,

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ ,,

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 ,,

If Opium, Indigo, Raw Silk or Silk Piece-goods. 1¼ to 2½ ,,

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 ,,

22. On effecting Insurances, whether on lives or property ... 2½ ,,

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ ,

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2½ „

Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters-of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Bees' Wax	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Betelnut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet.
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett.
Bone-meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet.
Cashew Nuts	Bags	14 Cwts.
Cassia	Bales	800 lbs. Nett } 50 Cubic
Cinnamon	Do.	800 „ „ } feet.
Ditto	Cases	50 Cubic feet.
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett.
Coculus Indicus ...	Robbins	14 „ „
Ditto	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet.
Coir Fenders	Loose	8 Cwts. Nett.
Coir Yarn and Fibre ...	Pressed Bales	50 Cubic feet.
Ditto ...	Bundles or Coils ...	8 Cwts. Nett.
Ditto ...	Dholls not exceeding 4 lbs.	10 „ „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Coir Matting	Rolls	50 Cubic feet; ⅓th allowed off for the round.
Coir Rope	Coils	8 Cwts. Nett.
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ..	50 Cubic feet.
Ditto	Bulk	10 Cwts. Nett.
Ditto	Bags	10 „ „
Ditto	Bags each cup cut in 4 pieces	12 „ „
Cotton	Pressed Bales	50 Cubic feet.
Cowries	Bags or Cases	20 Cwts. Nett.
Cutch	Cases	50 Cubic feet.
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed.
Cinchona	Bales	50 Cubic feet.
Elephants' Teeth ...	Cases	50 „ „
Ditto ...	Bundles	18 Cwts. Nett.
Ditto ...	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet.
Ditto	Bags	12 Cwts. Nett.
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet.
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett.
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet.
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett.

TONNAGE SCALE—(*concld.*)

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett.
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet.
Linseed	Bags	18 Cwts. Nett.
Mica	Cases	50 Cubic feet.
Myrabollams	Bags	16 Cwts. Nett.
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet.
Oil Seeds	Bags	17 Cwts. Nett.
Other Oils	Cases, Drums or Tanks.	50 Cubic feet.
Palmyra Fibre ...	Pressed bales	50 „ „
Ditto	Bundles	8 Cwts.
Pepper	Bags	16 Cwts. Nett.
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	18 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto ...	Loose	18 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet.
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett.
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lbs. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags...	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per cent.	
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Do. do. each cup cut in 4 pieces ...	14	.....
Coriander Seed	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Do. in yarn	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dhall	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seed	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Metals	20	.....
Myrabollams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Do. in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Palmyra Fibre	.....	50
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seed	15	.....
Putchuk	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Palmyra Fibre.
Senna Leaf.
Wool.
Sarsaparilla.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KARACHI CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the nett weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bone-meal and Bone-dust	20 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 „ / 15 „ / 14 „	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Coculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and Steamer Agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	12 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in rolls	8 „	14 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales	40 feet.	50 feet.
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowari, in bags	18 „	20 cwt.
Lac Dye in shells or cases	40 feet.	50 feet.
Lac (seed) in bags	18 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags.	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabollams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	310 Impl. gals.
Oil, Cocoanut	11 cwt.	.....
Oil-cake in cakes, or lumps (in bags) ...	16 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1½ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82-2/7 lbs.	28 Indian maunds of 82-2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

TONNAGE SCALE—(*concld.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated Wood	11 „	14 „
Whanghees (*vide* Canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills of London payable on demand ; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation to the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated ; an allowance of 4½ per cent. in the case of sailing ships, and 2¼ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half expor fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act III of 1879.

BURMA CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF RANGOON.

Articles.	Cwt. per ton net.	Cubic feet per ton.
Apparel, in cases	.....	40
Arrowroot, in cases	.....	50
Bark	20	.....
Beans	20	.....
Bees-wax	20 gross	.....
Betelnut	20	.....
Books	.....	50
Bones, loose, and Bone meal	20	.....
Bottles (empty)	.....	40
Bran	20	.....
Brimstone	20	.....
Bullion	at per cent.	.....
Cake lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in boxes	8	.....
Castor seed	15	.....
Chillies, in bags	8	.....
China root, in bags	11	.....
Chiretta, in bales	16	.....
Cigars	.....	50
Cloves, in bags	8	.....
Coal	20	.....

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—*contd.*

Articles.	Cwt. per ton net.	Cubic feet per ton.
Cochineal	.....	50
Coffee, in bags	18	.....
Coffee, in barrels	16	.....
Coir, loose	12	.....
Coir bundles	10	.....
Copra, in bags	14	.....
Cotton seed	15	.....
Cotton seed cake	20 gross	.....
Cotton seed oil	20	.....
Cotton in bales	.....	50
Curios	.....	40
Cutch, in bags	16	.....
Cutch, in boxes	20 gross	.....
Dhall, in bags	20	.....
Elephant teeth, in bulk	20	.....
Elephant teeth, in cases	.....	50
Flour, in bags	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags	16	.....
Gram, in bags	20	.....
Guano, in bags	16	.....
Gum, in cases	.....	50
Gunny bags and Cloth	.....	50
Gunja	.....	50

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—*contd.*

Articles.	Cwt. per ton net.	Cubic feet per ton.
Hemp, in bales	.....	50
Hides, Buffalo or Cow	16	.....
Horns, Buffalo or Cow	20	.....
India-rubber, in bags	20	.....
Iron	20	.....
Jute	.....	50
Lac-dye	.....	50
Linseed	20	.....
Machinery	20	.....
Maize	20	.....
Metals	20	.....
Millet	20	.....
Molasses	2pun. or 4 hhds.	.....
Mustard or Rapeseed	20	.....
Nutmegs, in casks	.....	50
Oats	16	.....
Oil, in cases	.....	50
Oil, in casks	4 hhds.	.....
Oil seed cake	20	.....
Orchids	.....	40
Paddy	16	.....
Parafin wax, in cases	20	.....
Peas	20	.....
Planks and deals	.....	50

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—*contd.*

Articles.	Cwt. per ton net.	Cubic feet per ton.
Private effects	.....	40
Rags	.....	50
Raw silk, in bales	.....	50
Rattans for dunnage	20	.....
Rice, in bags	20	.....
Rice meal and Rice flour	20	.....
Rope, in coils	.....	50
Rope, in bundles	16	.....
Rum, in casks	2 puncheons.	.....
Sago, in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Seedlac, in cases	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
Silk, in cases	.....	50
Silk, piece-goods	.....	50
Silk (waste)	.....	50
Soap, country, in cases	.....	50
Sticklac, in bags	16	.....
Sugar, in bags	20	.....
Tallow, in casks	20	.....
Tamarind, in casks	20	.....
Tea, in chests	.....	50
Timber (Padouk)	.....	50
Timber (Pinkadoe)	.....	50
Timber (Teak in round or square, logs, scantlings)	.....	50
Til seed	20	.....
Tobacco, in bales	.....	50
Wheat	20	.....
Wool	.....	50

SCHEDULE OF COMMISSION CHARGES

AUTHORIZED BY THE

BURMA CHAMBER OF COMMERCE.

1. On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones or Jewellery ... ... 2½ „
3. On purchasing ditto, when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods, the commission in all cases to be charged upon the gross amount of sales, and in regard to purchase upon both cost and charges ... ... 5 „
5. On returns for consignments, if made in produce ... 2½ „
6. On returns of consignments, if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting bills against consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all Property of a like description ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon, or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered on invoice amount at 2s. per Rupee ... ... half com.
10. On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering, or receiving and delivering goods, superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived ... ... 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for Administration of Estates or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due or realisation of sales ... ... 2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „

16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hand or not ... ... 2½ „

17. On procuring freight for a ship by shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as agents for owners, Captain or Charterers of a vessel, upon the gross amount of freight brokerage inclusive ... 5 „

18. On engaging of Asiatic emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship, Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ „

20. On realizing inwards freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods for any such vessels, acting as Agents for the master, on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ... 5 „

If Opium, Indigo, Raw Silk or Silk Piece-goods. 2½ „

If Treasure, Precious Stones or Jewellery ... 1 „

If a cargo loaded in Burma, consisting of Rice or Timber or Cutch ... ... 2½ „

22. On effecting Insurance, whether on lives or property ... ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium.. 2½ „

24.	On drawing, purchasing, selling or negotiating Bills of Exchange	1	per cent.
25.	On Debts or other claims when a process at law or arbitration is incurred in claiming them ...	2½	„
	Or if recovered by such means	5	„
26.	On Bills of Exchanges returned dishonoured ...	1	„
27.	On collecting house rent	2½	„
28.	On ship's disbursement	2½	„
29.	On realising Bottomry Bonds, or negotiating any loan or *respondendia*	2½	„
30.	On granting letters of credit	1	„
31.	On sale or purchase of Government Stocks, and Bks. or other Joint Stock, and on every exchange or transfer not by purchase from one class to another	½	„
32.	On delivering up Government Stocks, and Bks. or other Joint Stock shares on the market value ...	½	„
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged	½	„

CALENDAR FOR 1911.

1911.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JAN.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	...	...	...	...
FEB.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	...	...	...	...
MAR.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	...
APRIL	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	...	...	...	...	...	...
MAY	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	...	...	...
JUNE	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	29	20	21	22	23	24
	25	26	27	28	29	30	...

1911.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JULY	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	...	...	...	...	...
AUG.	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	29
	20	21	22	23	24	25	26
	27	28	29	30	31	...	...
SEP.	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
OCT.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	...	...	...	...
NOV.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	...	...
DEC.	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	...	...	...	...	...	...

PUBLIC HOLIDAYS.

FOR THE YEAR 1912.

The following holidays are sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881," including the New Year's Day (1st January), Good-Friday (5th April) and Christmas Day (25th December), which are already specified as holidays under the above section :—

New Year	1st and 2nd January	Monday and Tuesday	2 Days.
Maha Shivratri	16th February	Friday	1 Day.
Holi	2nd March	Saturday	1 „
Jamshedi Naoroz	21st March	Thursday	1 „
Ramnavami	27th March	Wednesday	1 „
Easter	5th, 6th and 8th April.	Good-Friday, Saturday and Monday	3 Days.
Birthday of His Majesty the King-Emperor.	3rd June	Monday	1 Day.
Cocoanut Day	27th August	Tuesday	1 „
Gokul-Ashtami	4th September	Wednesday	1 „
Parsee New Year	11th and 12th September	Wednesday & Thursday.	1 „
Ganesh-Chaturthi and Samvatsari (Jain)	14th September	Saturday	1 „
Pajusan (Bhadarva Sud 5th)	16th September	Monday	1 „
Khordadsal	17th September	Tuesday	1 „
Dussera	21st October	Monday	1 „
Divali	8th and 9th November.	Friday & Saturday	2 Days.
Bakri Id	20th November	Wednesday	1 Day.
Mohurrum	20th December	Friday	1 „
Christmas	24th, 25th and 26th December.	Tuesday, Wednesday and Thursday	3 Days.
New Year	31st December	Tuesday	1 Day.

HOLIDAYS UNDER CHARTER-PARTIES.

FOR THE YEAR 1912.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1912 :—

New Year	1st January	Monday	1 Day.
Holi	2nd March	Saturday	1 „
Ramnavami	27th March	Wednesday	1 „
Easter	5th April	Good-Friday	1 „
Birthday of His Majesty the King-Emperor.	3rd June	Monday	1 „
Cocoanut Day	27th August	Tuesday	1 „
Gokul-Ashtami	4th September	Wednesday	1 „
Ganesh-Chaturthi and Samvatsari (Jain)	14th September	Saturday	1 „
Dussera	21st October	Monday	1 „
Divali	8th November	Friday	1 „
Bakri Id	20th November	Wednesday	1 „
Mohurrum	20th December	Friday	1 „
Christmas	26th December	Wednesday	1 „

By order of the Committee,

R. E. GREGOR-PEARSE,

Acting Secretary.

BOMBAY, 1*st December* 1911.

List showing the various Statistical Returns published by the Bom-

	Members.								
	Half-yearly.			Monthly.			Charge per copy.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Subscription for all publications (only to Members)	100	0	0	.....			.....		
Daily Trade Return (Exports and Imports). Issued daily... ...	27	0	0	4	8	0	0	4	0
Daily Arrivals of Cotton, Wheat and Seeds by Rail and Sea. Issued daily.	34	0	0	5	10	8	0	4	0
Weekly Return (Clearances of Cotton, Seeds and Wheat, &c.). Issued weekly	13	8	0	2	4	0	0	10	0
Half-yearly Return showing the clearances of Cotton, Seeds, Wheat, &c., Exports of Cotton from Bombay to Europe, China, Japan, Calcutta, &c., and of Wool, Seeds, Wheat and other Sundry articles to Europe, including Port Said (for orders). Issued half-yearly ...				.....			1	0	0
Detailed Monthly Return of Principal Imports from Europe and elsewhere. Issued monthly				2	4	0	2	4	0
Import Manifests. Issued twice a week	20	0	0	3	5	4	0	8	0
Export Manifests. Issued twice a week.	20	0	0	3	5	4	0	8	0
Statement showing the Exports of Cotton from India to Europe, China and Japan, and of Wheat and Seeds to Europe and Port Said (for orders). Issued monthly	3	8	0	0	10	0	0	10	0
Movement of Piece-goods and Yarns by Rail. Issued monthly	7	0	0	1	4	0	1	4	0
Current Quotations. Issued weekly.	.....			Free			.....		
Return showing Stocks and Deliveries of Cotton, Piece-goods and Yarns; also of Copper and Yellow Metal Sheets. Issued monthly	.....			Free			.....		
Rules and Regulations of the Chamber (with Tonnage Schedule) ...	.....			.....			0	6	0
Annual Report of the Chamber ...	2 copies for additional copies each.			free and			5	0	0
Index to the Chamber's Annual Reports (1836-1905)	.....			.....			5	0	0
Decisions on Shipping and Mercantile Matters	.....			.....			2	0	0
Subscription for Membership ...	90	0	0	15	0	0	.....		

bay Chamber of Commerce, their respective Subscriptions, &c.

Non-Members.									Postage.							
Half-yearly.			Monthly.			Charge per copy.			Half-yearly.			Monthly.				
Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.		
.....			.....			.....			.....			.....				
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0		Mail
									4	14	0	0	13	0		Inland.
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0		Mail
									4	14	0	0	13	0		Inland.
15	0	0	2	8	0	0	12	0	0	13	0	0	2	0		
2	8	0	.....			2	8	0	0	0	6	.....				
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6		
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0		
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0		
7	8	0	1	8	0	1	8	0	0	3	0	0	0	6		
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6		
7	8	0	1	4	0	0	8	0	0	13	0	0	2	0		
6	0	0	1	4	0	1	4	0	0	3	0	0	6	6		
.....			.....			0	8	0	.....			.....				
.....			.....			6	8	0	.....			.....				
.....			.....			5	0	0	.....			0	10	0		Mail
												0	5	0		Inland.
.....			.....			2	0	0	.....			0	2	0		Mail
												0	1	0		Inland.
.....			.....			.....			.....			.....				

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QUOTATIONS.	Week ending 6th January.	Week ending 13th January.
EXCHANGE.	Ready.	Ready.
On England Bank Bills, Telegraphic Transfer ...	1s. 4 3/32d.	1s. 4 3/32d.
" " Sight...	1s. 4 1/8d.	1s. 4 1/8d.
" " ... ... 3 months' " ...	1s. 4 3/16d.	1s. 4 3/16d.
First-class Credits ... ... 3 " " ...	1s. 4 11/32d.	1s. 4 11/32d.
" " ... ... 6 " " ...	1s. 4 15/32d.	1s. 4 15/32d.
Documents ... ... 3 " " ...	1s. 4 3/8d.	1s. 4 3/8d.
" ... ... 6 " " ...	.....	.....
Paris Franc Mercantile Bills 3 " " ...	1·71 3/4d.	1·72
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
	Rs. a. p.	Rs.
On China Mercantile Bills, 30 days' Sight. { per 100 Dollars.	H. 136 4 0	1
" 100 Taels...	S. 183 4 0	
" 100 Yens...	J. 149 12 0	
English Bar Gold, 100 touch (per tola)	24 0	
Sovereigns		
Bar Silver (Ex. Duty)... ... ... { Ready		
For		
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Sight		
Bank Rate of Interest on Deernment Securities ...		
Rate of interest in thement Paper ...		
GOV		
Three-an		
Thre		
Gov		
Gov		
B		
PIECE-G		
7 lbs. 38		
8 lbs. 38		
No. 40s		
No. 30s W		
Copper Br		
Yellow Me		
Belgian No		
Basic Steel		
Swedish Ba		
Sugar, Orc		
Godow		
Do. Mauri		
Ex. G		
Do. China,		
Davison's W		
Cardiff		
Deshar		
Sha		

Weekly Current Quotations as Estimated by the Committee of

QUOTATIONS.	Week ending 7th July.	Week ending 14th July.	Week ending 21st July.	Week ending 28th July.	Week ending 4th August.	Week ending 11th August.	Week ending 18th August.	Week ending 25th August.	Week ending 1st September.	Week ending 8th September.	Week ending 15th September.	Week ending 22nd Septe
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 4 d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.
" " Sight	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d. 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.
" " 3 m'ths ...	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 4d	1s. 4 6/32d.
First Class Credits ... ... 3 "	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 4 1/2d.	1s. 4 9/32d.
" " ... ... 6 "	1s. 4 11.32d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 15/32d.
Documents ... ... 3 "	1s. 4 7 32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 9/32d.
" " ... ... 6 "	1s. 4 13/32d.	1s. 4 7/16d.	1s. 4 7 16d.	1s. 4 13/32d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 17/32d.
Paris Tyane Mercantile Bills ... " "	170 1/2	170 3/4	170 3/4	170 1/4	170 1/4	170 1/4	170 1/4	170 1/2	170 3/4	170 3/4	170 3/4	171
On Calcutta Bank, Telegraphic Transfer ...	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	lbs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bank Bills, per 100 Dollars.	H. 135 12 0	133 12 0	.....	152 0 0	132 4 0	133 0 0	132 8 0	132 12 0	133 0 0	133 0 0	133 0 0	132 12 0
" 100 Taels...	S. 178 4 0	178 0 0	.....	174 8 0	176 0 0	176 0 0	175 8 0	176 4 0	176 0 0	176 0 0	175 12 0	175 12 0
30 days' Sight. " 100 Yens ...	J. 150 12 0	150 12 0	150 12 0	150 12 0	150 12 0	150 12 0	150 12 0	151 12 0	150 12 0	150 12 0	150 12 0	150 8 0
English Bar Gold, 100 touch (per tola)	24 0 3	24 0 0	24 0 0	24 0 0	24 15 9	23 15 3	23 15 0	23 15 0	23 14 9	23 14 0	23 14 0	23 15 3
Sovereigns	15 6 0	15 0 0	15 0 0	15 0 0	15 0 6	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver (Ex. Duty) ... ... { Rdy.	62 0 0	62 1 0	62 0 6	61 0 0	61 7 0	61 1 0	60 15 0	61 4 0	61 5 0	61 4 0	61 10 0	61 10 0
{ Fwd.	62 0 0	62 1 0	61 13 0	60 14 0	61 6 0	61 2 0	61 0 0	61 5 0	61 7 0	61 6 0	61 11 0	61 12 0
RATES OF DISCOUNT.												
Bank Rate of Discount on Private Bills, 60 days' Sight	4 to 3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "
Rate of Interest in the Open Market on Government Paper	2 "	2 "	2 "	2 "	1½ "	1 "	1 "	1 "	1 "	1 "	1 "	1 "
GOVERNMENT SECURITIES.												
Three-and-a-half per cent.	Rs. 96 4 0	Rs 96 1 0	Rs. 96 0 0	Rs. 96 1 0	Rs. 96 6 0	Rs. 96 6 0	Rs. 96 8 0	Rs. 96 6 0	Rs. 96 4 0	Rs. 95 14 0	Rs. 95 10 0	Rs. 95 5 0
Three per cent....	" 82 0 0Nom.	" 82 0 0Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0
Government Paper enfaced for London	*Nil.*	*Nil.*	*Nil.*	*Nil*	" 25,000	*Nil.*	*Nil.*	" 5,000	*Nil.*	" 11,500	" 10,000	" 1,000
Government Paper enfaced from London to Bombay	Rs. 5,00,000	Rs. 3,49,800	*Nil.*	*Nil.*	" 25,600	" 3,24,600	Rs. 2,58,000	" 191,000	*Nil.*	*Nil.*	" 2,00,000	" 1,07,800
IMPORTS.												
[illegible] Grey Shirtings (per piece)	Rs. 4 3 6	Rs. 4 3 6	Rs. 4 3 6	Rs. 4 2 6	Rs. 4 2 6	Rs. 4 2 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6	Rs. 4 1 6
[illegible] " " "	" 5 1 6	" 5 1 6	" 5 0 6	" 5 0 6	" 5 0 6	" 5 0 6	" 4 15 6	" 4 15 6	" 4 15 6	" 4 15 6	" 4 15 6	" 5 0 0
[illegible]	As. 12 1/2 to 13	As. 12 3/8 to 12 7/8	As. 12¾ to 12¾	As. 12¼ to 12⅝	As. 12¼ to 12⅝	As. 12¼ to 12⅝	As. 11 7/8 to 12 3/8	As. 11 3/4 to 12¼	As. 11⅝ to 12⅛	As. 11⅝ to 12⅛	As. 11⅝ to 12⅛	As. 12¼
[illegible]	" 11 1/2 to 12	" 11 3/8 to 11 7/8	" 11⅜ to 11⅝	" 11¼ to 11½	" 11¼ to 11½	" 11¼ to 11½	" 10 7/8 to 11 3/8	" 10 3/4 to 11¼	" 10⅝ to 11⅛	" 10⅝ to 11⅛	" 10⅝ to 11⅛	" 10½ to 11
[illegible]wt.	Rs. 53 14 0	Rs. 53 8 0	Rs. 53 8 0	Rs. 53 4 0	Rs. 53 6 0	Rs. 52 12 0	Rs. 52 12 0	Rs. 52 12 0	Rs. 52 8 0	Rs. 52 6 "	Rs. 52 8 0	Rs. 52 6 0
[illegible]	" 44 12 0	" 44 8 0	" 44 10 0	" 44 4 0	" 44 4 0	" 44 0 0	" 44 4 0	" 44 4 0	" 44 4 0	" 44 8 0	" 44 8 0	" 44 8 0
[illegible] 740½ lbs.) ...	" 28 8 0	" 28 8 0	" 29 0 0	" 28 0 0	" 28 0 0	" 28 0 0	" 28 8 0	" 28 8 0	" 29 0 0	" 28 8 0	" 28 8 0	" 28 8 0
... ...	" 28 8 0	" 28 8 0	" 28 0 0	" 28 0 0	" 28 0 0	" 28 0 0	" 28 8 0	" 28 8 0	" 29 0 0	" 28 8 0	" 28 8 0	" 28 8 0
... ...	" 62 0 0	" 62 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 62 0 0	" 62 0 0	" 62 0 0
[illegible] Ex Godown) ...	" 10 2 0	" 10 2 0	" 10 7 0	" 11 2 0	(No stock)	.....	.....	.....	.....	.....	.....	.....
[illegible] to J. (per cwt												
[illegible] Ex Godown)...	" 9-6-0 to 9-8-0	" 9-8-0 to 9-10-0	" 9-12-0 to 9-14-0	" 10-4-0 to 10-8-0	" 11 10 0	Rs. 11 8 0	Rs. 11 10 0	Rs. 11 10 0	Rs. 11 14 0	Rs. 13 6 0	Rs. 13 14 0	Rs. 13 14 0
[illegible] (per cwt, ...	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 13 4 0	" 13 4 0	" 13 10 0	" 13 10 0	" 13 10 0
[illegible] (per ton) alongside,	" 15 4 0 Rdy.	" 15-4-0 to 15-8-0 Fd.	" 15 4 0 Rdy.	" 15 8 0 Fwd.	" 15 8 0 Fwd.	" 15 8 0 Rdy.	" 15 8 0 Rdy.	" 15 8 0 Rdy.	" 15 4 0 Rdy.	" 15 8 0 Rdy.	" 15 8 0 Rdy.	" 15 8 0
Cardiff " " " ...	" 20 0 0 "	" 19 8 0 "	" 19 4 0 Rdy.	" 19 8 0 "	" 19 8 0 "	" 19 8 0 Rdy.	" 20 0 0 "	" 21 0 0 "	" 21 0 0 "	" 24 0 0 "	" 24 0 0 "	" 19-8-0, 2
Desharghur (Bengal) " " " ...	" 13 4 0 "	" 13 4 0 Rdy.	" 13 8 0 "	" 13 12 0 Rdy.	" 13 12 0 Rdy.	" 14 0 0 "	" 13 12 0 "	" 13 12 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14-0-0, 13 8
Shaw's Best Steam " " " ...	" 15 0 0 Rdy.	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0
Do. Ordinary " " " ...	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0
Jardine's " " " ...	" 11 8 0 Fwd.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seebpore " " " ...	" 13 0 0 Rdy.	Rs. 13 0 0 Fwd.	Rs. 13 0 0 Fwd.	Rs. 12 12 0 Rdy.	Rs. 13 0 0 Rdy.	" 13 4 0 Rdy.	Rs 13 4 0 Rdy.	Rs. 13 4 0 Rdy.	Rs. 13 4 0 Rdy	Rs. 13 4 0 "	Rs. 13 4 0 Rdy	Rs. 13 4 0
Natal (St. George's & Dunlee) " ...	" 15 4 0 Fwd.	" 15 4 0 "	" 15 4 0 "	" 15 4 0 Fwd.	" 15 4 0 Fwd.	" 15 4 0 Fwd.	" 15 4 0 Fwd.	" 15 4 0 Fwd.	" 15 4 0 Fwd.	" 15 4 0 Fwd.	" 15 4 0 Fwd	" 15 4 0
EXPORTS.												
COTTON—												
(Full-pressed ; per candy of 784 lbs.)—												
H. G. Bengals (Railway Terms) ... ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... ... F. G....	Rs. 259 1-25th Jan.	Rs. 257 1-25th Jan.	Rs. 265 1-25th Jan.	Rs. 259 1-25th Jan.	Rs. 262 1-25th Jan.	Rs. 259 1-25th Jan.	Rs. 265, 1-25th Jan.	Rs. 260, 1-25th Jan.	Rs. 264, 1-25th Jan.	Rs. 274, 1-25th Jan.	Rs. 288 1-25th Jan.	Rs 276-276 1-25th
" " " Rajputana Fine....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " do. ... F.G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M.G. " " ... ... Fine ...	Rs. 302 1-25th Nov.	Rs. 300 1-25th Nov.	Rs. 303 1-25th Nov.	Rs. 292 1-25th Nov.	Rs. 290 1-25th Nov.	Rs. 283 1-25th Nov.	Rs. 293, 1-25th Nov.	Rs. 289, 1-25th Nov.	Rs. 292, 1-25th Nov.	Rs. 301, 1-25th Nov.	Rs. 312 1-25th Nov.	Rs. 301, 1-25th
" " " ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " Rajputana. Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " do. ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Scind-Punjab " ... ... Fine....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs.299-300 1-25th Jan.	.....
" " " ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Khandeish ... ... Fine ...	Rs. 297 1-25th Jan.	Rs. 294 1-25th Jan.	Rs. 295 1-25th Jan.	Rs. 284 1-25th Jan.	Rs. 276 1-25th Jan.	Rs. 274 1-25th Jan.	Rs. 279 1-25th Jan.	Rs. 277, 1-25th Jan	Rs. 286, 1-25th Jan	Rs. 289, 1-25th Jan.	Rs. 298, 1-25th Jan.	Rs. 294, 1-25th
" " " ... ... F. G....	" 287 "	" 284 "	" 285 " "	" 274 " "	" 266 "	" 264 "	" 269 "	" 267 "	" 279 "	" 288 "	" 288 "	" 281 "
" Dharmangaum, Poolgaum ... ... Fine ...	.....	" 309 "	" 311 " "	" 302 " "	" 287 "	" 283 "	" 289 "	" 289 "	" 292 "	" 305 "	" 310 "	" 299 "
" " " ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Nagpur & Kamptee ... ... Fine ...	Rs. 317 1-25th Jan.	Rs. 316 1-25th Jan.	Rs. 318 1-25th Jan.	Rs. 309 1-25th Jan.	Rs. 295 1-25th Jan.	Rs. 289 1-25th Jan.	Rs. 295, 1-25th Jan.	Rs. 295, 1-25th Jan.	Rs. 298, 1-25th Jan	Rs. 308, 1-25th Jan.	Rs. 316, 1-25th Jan.	Rs. 305, 1-25th
" " " ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Oomrawattee (descriptions) ... Fine ...	.....	.....	.....	Rs. 297 1-25th Jan.	Rs. 288 1-25th Jan.	Rs. 280 1-25th Jan.	Rs. 286, 1-25th Jan.	Rs. 286, 1-25th Jan	Rs. 289, 1-25th Jan	Rs. 299, 1-25th Jan	Rs. 307, 1-25th Jan.	" 296, 1-25th
" " " ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Akola, Khamgaum, Karanja (Fair staple) Fine	Rs. 307 1-25th Jan.	Rs. 305 1-25th Jan.	Rs. 307 1-25th Jan.	Rs. 297 1-25th Jan.	Rs. 283 1-25th Jan.	Rs. 280 1-25th Jan.	Rs. 286, 1-25th Jan.	Rs. 286, 1-25th Jan.	Rs. 289, 1-25th Jan.	Rs. 299, 1-25th Jan.	Rs. 307, 1-25th Jan.	Rs. 296, 1-25th
" " " ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Oomra (Good Staple)... ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Broach ... ... Fine....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " ... ... F. G....	.....	.....	.....	.....	Rs. 312 1-25th Mar.	Rs. 308 1-25th Mar.	Rs. 310, 1-25th Mar.	Rs. 307, 1-25th Mar.	Rs. 313, 1-25th Mar.	Rs. 317, 1-25th Mar.	Rs.326, 1-25th Mar.	Rs. 316, 1-25th
" " ... ... Good...	Rs. 315 15-25th Mr.	Rs. 314 15-25th Mr	Rs. 317 15-25th Mar.	Rs. 305 15-25th Mar.	Rs. 302 1-25th Mar.	300 15-25th Mar.	.....	.....	.....	.....	.....	309, 310, 1
Saw-Ginned Dharwar ... ... Good ...	" 348 7-25th July.	" 346 14-25th July	345 Rdy.	" 318 1to25th Aug.	" 314 4-25th Aug.	Rs. 316 11-25th Aug.	Rs.302 15-25th Mar. " 317, 18-25th Aug.	Rs.299 15-25th Mar. Rs. 316, Aug.	Rs.311, 15-25th Mar. " 322, 8-25th Sep.	Rs.319 15-25th Mar. " 326 15-25th Sep.	Rs.320, 22-25th	
M. G. Westerns ... ... Good..	" 324 "	" 324 "	Rs. 321 "	" 308 "	" 296 "	" 287 "	" 289 "	" 288 "	" 298 "	" 307 "	" 306 "	" 303 "
Gingellyseed, White Bold .. ... (per cwt.) ...	Rs. 11 2 0 Rdy.	Rs. 10 15 6 Rdy.	" 11 5 6 "	.....	Rs. 11 8 6 Rdy.	Rs. 11 10 0 Rdy.	.....	.....	.....	" 11-15-6, Dec.-Jan.	" 12-0-6, Dec.-Jan.	" 12-7-6, Dec
" Mixed 50 per cent. ... " ...	" 10 8 0 "	" 10 8 6 "	Rs. 10 13 0 "	.....	" 11 0 0 "	" 11 3 6 "	.....	.....	.....	" 11-8-6	" 12-2-6	" 11-15-6
Linseed, Bold ... " ...	" 12 11 0 "	" 12 13 0 "	" 13 0 6 "	Rs. 12 11 0 Rdy.	" 12 11 0 "	" 12 15 6 "	Rs. 12 15 6 Rdy.	Rs. 13 7 6 Rdy.	Rs. 13 7 6 Rdy.	" 13 13 0 Rdy.	" 14 0 0 Rdy.	" 13 9 6
" Small Seed ... " ...	" 12 5 0 "	" 12 7 0 "	" 12 11 0 "	.....	" 12 7 0 "	" 12 10 0 "	" 12 11 0 "	" 13 4 6 "	.....	.....	.....	" 13 5 6
Rapeseed, Guzerat Yellow ... " ...	" 8 6 6 "	" 8 6 6 "	" 8 5 6 "	Rs. 8 6 0 Rdy.	" 8 7 6 "	" 8 12 0 "	" 8 14 0 "	Rs. 9 4 6 Rdy.	Rs. 9 14 6 Rdy.	Rs.10 5 0 Rdy.	" 10 1 0	
" Brown Dehli ... " ...	" 7 9 0 "	" 7 10 0 "	" 7 9 0 "	" 7 12 6 "	" 7 10 0 "	" 7 13 0 "	" 8 1 6 "	" 8 3 6 "	" 8 10 0 "	" 8 14 0 "	" 9 8 0 "	" 9 0 0
" Yellow Cawnpore ... " ...	" 8 1 6 "	" 8 1 6 "	" 8 2 6 "	" 8 4 0 "	" 8 3 6 "	" 8 0 0 "	" 8 10 0 "	" 8 9 0 "	" 9 7 6 "	" 9 13 0		
Poppyseed ... ... " ...	" 10 11 6 "	" 10 14 0 "	" 10 13 0 "	" 10 12 0 "	" 10 11 6 "	" 10 13 6 "	" 10 11 0 "	" 11 8 6 "	" 11 11 0 "	" 11 14 0 "	Rs. 12 2 0 Rdy.	" 11 10 0
Groundnuts ... ... " ...	" 8 13 6 "	" 8 7 0 "	Rs. 8 7 0 Nom.	.....	.....	" 9 2 6 "	.....	.....	.....	.....	.....	" 9-15-6, Jan
Mowra Seeds ... ... " ...	" 6 15 6 "	" 7 0 0 "	" 6 15 6 Rdy	Rs. 6 15 6 Rdy.	Rs. 7 0 6Rdy.	" 7 4 0 "	" 7 5 0 "	Rs. 7 7 0 Rdy.	" 7 9 0 Rdy.	Rs. 8 5 0 Rdy.	Rs. 8 2 0	
Castor Seed, Ordinary Quality, F. A. " ...	" 7 6 0 "	" 7 6 0 "	" 7 7 0 "	" 7 10 0 "	" 7 7 0 "	" 7 10 0 "	" 7 11 6 "	" 7 11 0 "	" 7 12 0 Rdy	" 7 11 6 "	" 7 13 0 "	" 7 9 0
Wheat, White Pessy 85 per cent. ... " ...	" 4 12 0 "	" 4 11 6 "	" 4 12 0 "	" 5 1 0 "	" 5 1 0 "	" 5 2 6 "	" 5 4 6 "	" 5 3 0 "	" 7 8 6 "	" 5 4 6 "	" 5 4 6 "	" 5 2 6
" Jabalpur Pessy ... " ...	" 4 4 0 "	" 4 4 0 "	" 4 4 0 "	.....	" 4 14 6 "	" 5 6 0 "	" 5 3 6 "	" 5 4 0 "	" 7 11 0 "	" 5 5 0 "	.....	.....
" Ahmedabad (Soft Red) ... " ...	" 4 11 0 "	" 4 12 0 "	" 4 14 6 "	.....	" 5 0 0 "	" 5 1 0 "	" 5 2 6 "	.....	" 8 3 0 "	" 5 2 0 "	.....	.....
" Hard Yellow 63 per cent. ... " ...	" 4 14 6 "	" 4 15 0 "	" 5 0 6 "	.....	" 5 5 6 "	.....	.....	.....	.....	" 5 14 0 "	.....	.....
" Dehli, No. 1, White Pessy... " ...	" 4 11 0 "	" 4 12 6 "	" 4 12 0 "	Rs. 5 0 0 Rdy.	" 4 14 6 "	Rs. 5 2 0 Rdy.	Rs. 5 4 6 Rdy.	Rs. 5 6 6 Rdy.	Rs. 5 4 0 Rdy.	" 5 3 0 "	Rs. 5 2 6 Rdy.	Rs. 5 1 6
" Red "	.....	" 4 12 6 "	.....	.....	" 4 12 0 "	.....	.....	.....	.....	.....	.....	.....
" Hard Red Khatha " ...	" 4 11 0 Rdy.	" 4 11 0 "	" 4 11 6 "	.....	" 5 3 0 "	Rs. 5 4 0 Rdy.	Rs. 5 5 6 Rdy.	Rs. 5 4 0 Rdy	.....	Rs. 5 6 Rdy.	.....	.....
" Nagpore Khathi ... ... " ...	" 4 15 0 "	" 4 15 0 "	" 5 0 6 Nom.	.....	.....	" 5 4 0 "	.....	.....	.....	.....	.....	.....
Opium (Malwa) per chest, Old	4/5 and { Rs.3150 to 6 yrs. } Rs. 3300	{ Rs. 3,200 (oldest)	Rs. 3,153 to 3,250	Rs. 3,200 to 3,265 (5/6 years.)	Rs. 3,300 to 3,350	.....	.....	Rs. 4,100 to 4,150	.....	Rs. 4700 to 4,750,3 to 4 yrs.	Rs. 5,000 to
" " " New	2/3 yrs. Rs. 3,100 to 3,200	" 3155 (2 yrs)	.....	.....	" 3,200 to 3,275 (2 years.)	Rs. 3,750 (2 yrs.)	Rs. 3,850 (2/3 yrs.)	" 4,050 (2/3 yrs.)	Rs. 4,150 to 4,350 (2/3 yrs.)	" 4600 to 4650,2 to 3 yrs.	" 5,500	
FREIGHTS.	Ready. (July.) £ s. d.	Ready. (July) £ s. d.	Ready. (July.) £ s. d.	Ready. (Aug.) £ s. d.	Ready. (Aug.) £ s. d.	Ready. (Aug.) £ s. d.	Ready. (Aug.) £ s. d.	Ready. (Aug) £ s. d.	Ready. (Sept.) £ s. d.	Ready. (Sept.) £ s. d.	Ready. (Sept.), £ s. d.	Ready. (S £ s. d.
Liverpool—Measurement cargo ... (Via Canal)	0 14 6	0 14 0	.....	0 14 0	0 14 0	0 14 0	.....	.....	0 14 0	.....	.....	.....
" Light Seeds ... ... " ...	0 14 0	0 14 0	.....	0 13 6	0 13 6	0 14 0	0 13 6	0 12 6	0 13 0	.....	.....	.....
" Seeds ... ... " ...	0 14 6	0 14 0	.....	0 14 0	0 14 0	0 14 0	0 14 0	0 13 6	0 14 0	.....	.....	.....
" Wheat ... ... " ...	0 15 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
London—Measurement cargo (P. & O.) " ...	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6	0 18 0 to £1-3-6
" Seeds and Wheat ... " ...	0 15 6	0 15 6	0 15 6	0 15 6	0 16 0	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 6	0 16 0
Trieste and Venice—Measurement cargo " ...	.....	.....	.....	1 0 0	0 19 0	1 1 0	0 17 6	.....	.....	.....	.....	.....
" Seeds ... " ...	.....	.....	.....	0 19 0	0 18 0	1 0 6	0 16 0	.....	.....	.....	.....	.....
Genoa—Measurement cargo ... " ...	0 15 6	0 17 6	0 17 0	0 15 6	.....	.....	.....	.....	0 16 0	0 15 6	.....	.....
" Seeds ... " ...	0 15 0	0 16 0	0 16 0	0 15 0	.....	.....	.....	.....	.....	0 14 0	.....	.....
Marseilles—Measurement cargo ... " ...	0 14 6	0 14 0	.....	0 14 0	0 14 6	0 14 0	.....	.....	0 14 0	0 14 0	.....	.....
" Light Seeds ... " ...	0 13 0	0 14 0	.....	0 13 0	0 13 0	0 12 0	0 13 6	0 12 6	0 13 0	0 13 0	.....	.....
" Seeds ... " ...	0 14 6	0 14 0	.....	0 14 0	0 14 0	0 14 0	0 14 0	0 13 6	0 14 0	0 14 0	.....	.....
" Wheat ... " ...	0 15 0	.....	.....	.....	0 15 6	.....	.....	.....	.....	.....	.....	.....
China Steamer (P. & O.) ... " ...	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 15	Rs. 12 to 1
Japan " " ... " ...	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

H. Hongkong.

	Week ending 29th September.	Week ending 6th October.	Week ending 13th October.	Week ending 20th October.	Week ending 27th October.	Week ending 3rd November.	Week ending 10th November.	Week ending 17th November.	Week ending 24th November	Week ending 1st December.	Week ending 8th December.	Week ending 15th December.	Week ending 22nd December.	Week ending 29th December.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d. to 1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.
	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 5/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/8d.
	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 5/32d. 1s. 4 5/16d.	1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 7/16d. 1s. 4 5/16d.	1s. 4 5/32d. 1s. 4 1/4d.	1s. 4 5/32d 1s. 4 1/4d.	1s. 4 5/32d. 1s. 4 1/4d.	1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 3/16d. 1s. 4 5/16d.	1s. 4 7/32d. 1s. 4 11/32d.
	1s. 4 15/32d. 1s. 4 11/32d.	1s. 4 15/32d. 1s. 4 11/32d.	1s. 4 15/32d. 1s. 4 11/32d.	1s. 4 7/16d. 1s. 4 5/16d.	1s. 4 13/32d. 1s. 4 9/32d.	1s. 4 13/32d. 1s. 4 9/32d.	1s. 4 13/32d. 1s. 4 9/32d.	1s. 4 13/32d. 1s. 4 9/32d.	1s. 4 13/32d. 1s. 4 5/16d.	1s. 4 13/32d. 1s. 4 5/16d.	1s. 4 13/32d. 1s. 4 5/16d.	1s. 4 13/32d. 1s. 4 5/16d.	1s. 4 7/16d. 1s. 4 11/32d.	1s. 4 15/32d. 1s. 4 11/32d.
	1s. 4 17/32d. 1s. 7 1/4d. 100 1/16 Rs. a. p. 133 0 0 176 0 0 150 8 0 23 15 0 15 0 0 61 8 0 61 10 0	1s. 4 17/32d. 1s. 7 1/4d. 100 1/16 Rs. a. p. 133 0 0 176 4 0 150 8 0 23 15 0 15 0 0 61 9 0 61 11 0	1s. 4 17/32d. 1s. 7 1/4d. 100 1/16 Rs. a. p. 133 4 0 176 4 0 150 8 0 23 15 3 15 0 0 61 7 0 61 9 0	1s. 4 1/2d. 1s. 7 1d. 100 1/16 Rs. a. p. 134 12 0 179 8 0 150 8 0 23 15 3 15 0 0 62 12 0 62 13 0	1s. 4d. 1s. 6 3/4d. 100 1/16 Rs. a. p. 136 4 0 181 0 0 150 8 0 23 15 0 15 0 0 63 8 0 63 11 0	1s. 4 1/32d. 1s. 7 0 1/2 100 1/16 Rs. a. p. 136 0 0 180 8 0 150 8 0 23 15 0 15 0 0 63 8 0 63 7 0	1s. 4 1/32d. 1s. 7 0 1/2 100 1/16 Rs. a. p. 137 0 0 182 0 0 150 8 0 23 15 0 15 0 0 64 4 0 64 8 0	1s. 4 1/32d. 1s. 7 0 1/2 100 1/16 Rs. a. p. 137 8 0 183 4 0 150 8 0 23 14 9 15 0 0 64 10 0 64 12 0	1s. 4 1/32d. 1s. 7 0 3/4 100 1/16 Rs. a. p. 137 4 0 181 12 0 150 8 0 23 14 9 15 0 0 64 7 0 64 9 0	1s. 4 15/32d. 1s. 7 0 3/4 100 1/32 Rs. a. p. 137 8 0 185 12 0 150 8 0 23 14 6 15 0 0 64 2 0 64 7 0	1s. 4 15/32d. 1s. 7 1/4d. 100 1/32 Rs. a. p. 137 12 0 182 8 0 150 8 0 23 14 6 15 0 0 64 2 0 64 5 0	1s. 4 15/32d. 1s. 7 1/4d. 100 1/32 Rs. a. p. 138 0 0 183 0 0 150 8 0 23 15 0 15 0 0 64 3 0	1s. 4 15/32d. 1s. 7 1/4d. 100 1/32 Rs. a. p. 137 8 0 182 12 0 150 8 0 23 14 9 15 0 0 64 12 0 63 14 0	1s. 4 17/32d. 1s. 7 1/4d. 100 1/32 Rs. a. p. 137 8 0 182 12 0 150 8 0 23 14 9 15 0 0 63 11 0 63 12 0
	3 per cent.	3 per cent.	3 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4½ per cent.	4½ per cent.	5 per cent.	5 per cent.
	3 „	3 „	3 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	4 „	5 „	5 „
	1 „	1 „	1 „	2 „	2 „	2 „	2 „	2 „	2 „	2 „	2 „	2 „	4 „	5 „
om.	Rs. 95 0 0 „ 82 8 0Nom	Rs. 94 15 0 „ 81 8 0Nom.	Rs. 95 2 0 „ 81 8 0Nom.	Rs. 95 2 0 „ 81 8 0	Rs. 95 2 0 „ 81 8 0Nom.	Rs. 95 2 0 „ 81 0 0Nom.	Rs. 95 7 6 „ 81 8 0 Nom.	Rs. 95 10 0 „ 81 8 0Nom.	Rs. 96 0 0 „ 81 8 0Nom.	Rs. 96 4 0 „ 82 0 0 Nom.	Rs. 96 12 0 „ 82 0 0	Rs. 96 5 0 „ 82 0 0	Rs. 96 6 0 „ 82 0 0Nom.	Rs. 96 2 0 „ 82 0 0
	„ 50,000	„ 26,000	„ 500	*Nil.*	„ 15,000	„ 27,000	*Nil.*	*Nil.*	*Nil.*	„ 25,000	*Nil.*	*Nil.*	„ 53,000	*Nil.*
	„ 1,72,300	„ 9,200	„ 2,25,000	*Nil.*	„ 1,00,000	*Nil.*	*Nil.*	Rs. 1,00,000	Rs. 2.15,100	„ 84,500	*Nil.*	*Nil.*	„ 62,500	„ 7,22,400
	Rs. 4 1 6 „ 5 0 0 As. 11¼ to 12½ „ 10¼ to 10⅝ Rs. 52 2 0 „ 44 6 0 „ 28 8 0 „ 28 8 0 „ 62 0 0	Rs. 4 1 0 „ 4 15 6 As. 11⅛ to 12⅝ „ 10⅜ to 10⅝ Rs. 52 2 0 „ 44 4 0 „ 29 0 0 „ 29 2 0 „ 60 0 0	Rs. 4 0 6 „ 4 13 6 As. 11¼ to 12 „ 10¼ to 10⅝ Rs. 52 2 0 „ 44 2 0 „ 29 0 0 „ 29 0 0 „ 62 0 0	Rs. 3 15 0 „ 4 13 6 As. 11⅛ to 11⅝ „ 10⅛ to 10⅝ Rs. 52 2 0 „ 44 4 0 „ 30 0 0 „ 30 0 0 „ 63 0 0	Rs. 3 15 0 „ 4 13 6 As. 11⅛ to 11⅝ „ 10⅛ to 10⅝ Rs. 52 2 0 „ 44 4 0 „ 30 0 0 „ 30 0 0 „ 63 0 0	Rs. 3 15 0 „ 4 13 6 As. 11⅛ to 11⅝ „ 10⅛ to 10⅝ Rs. 52 2 0 „ 44 4 0 „ 30 0 0 „ 30 0 0 „ 63 0 0	Rs. 3 14 6 „ 4 13 0 As. 11 1/4 to 11 3/4 „ 10 to 10 1/2 Rs. 52 4 0 „ 44 8 0 „ 30 0 0 „ 30 0 0 „ 63 0 0	Rs. 3 14 6 „ 4 13 0 As. 11 1/4 to11 3/4 „ 10 to 10 1/2 Rs. 53 14 0 „ 44 12 0 „ 30 0 0 „ 30 0 0 „ 63 0 0	Rs. 3 14 6 „ 4 13 0 As. 11 to 11 1/4 „ 9 7/8 to 10 3/8 Rs. 54 8 0 „ 45 2 0 „ 29 0 0 „ 29 0 0 „ 63 0 0	Rs. 3 14 6 „ 4 13 0 As. 11 to 11 1/4 „ 9¾ to 10⅜ Rs. 55 0 0 „ 45 6 0 „ 30 0 0 „ 30 0 0 „ 63 0 0	Rs. 3 14 6 „ 4 13 0 As. 11⅛ „ 9¾ to 10⅜ Rs. 55 2 0 „ 46 2 0 „ 30 0 0 „ 30 0 0 „ 63 0 0	Rs. 3 14 6 „ 4 13 0 As. 11⅛ to 11⅜ „ 9⅝ to 10⅜ Rs. 57 12 0 „ 47 12 0 „ 29 8 0 „ 29 8 0 „ 62 0 0	Rs. 3 14 6 „ 4 13 0 As. 11⅛ to 11⅜ „ 9⅝ to 10⅜ Rs. 57 4 0 „ 47 12 0 „ 29 8 0 „ 29 8 8 „ 62 0 0
Rdy. „ „ Rdy. Fwd.	Rs. 13 14 0 „ 12 10 0 „ 16 0 0 Rdy „ 23 0 0 „ „ 12-8-0, 14-0-0 „ „ 15 0 0 „ „ 14 0 0 „ Rs. 13 4 0 Rdy. „ 15 4 0 Fwd.	Rs. 13 14 0 „ 12 10 0 „ 15 8 0 Rdy. „ 19 8 0 „ „ 14 0 0 „ „ 15 0 0 „ „ 14 0 0 „ Rs. 13 12 0 Rdy. „ 15 4 0 Fwd.	Rs. 13 14 0 „ 12 10 0 „ 15 8 0 Rdy „ 19 8 0 „ „ 14 4 0 „ „ 15 0 0 „ „ 14 0 0 „ Rs. 13 12 0 Rdy. „ 15 4 0 Fwd.	Rs. 13 14 0 „ 12 10 0 „ 15 12 0 Rdy. „ 19 12 0 „ „ 14 8 0 „ „ 15 0 0 „ „ 14 0 0 „ Rs. 13 12 0 Rdy. „ 15 4 0 Fwd.	Rs. 13 14 0 „ 12 10 0 „ 15 8 0 Rdy. „ 19 8 0 „ „ 14 0 0 „ „ 15 0 0 „ „ 14 0 0 „ Rs. 13 12 0 Rdy. „ 15 4 0 Fwd.	Rs. 13 14 0 „ 12 10 0 „ 16 0 0 Fwd. „ 20 4 0 „ „ 14 4 0 Rdy. „ 15 0 0 „ „ 14 0 0 „ Rs. 13 8 0 Rdy. „ 15 4 0 Fwd.	Rs. 13 10 0 „ 12 10 0 „ 16 0 0 Rdy. „ 21 0 0 „ „ 14 0 0 „ „ 15 0 0 „ „ 14 0 0 „ Rs. 13 8 0 Rdy. „ 15 4 0 Fwd.	Rs. 13 10 0 „ 12 10 0 „ 16 0 0 Rdy „ 21 0 0 „ „ 13 12 0 „ „ 15 0 0 „ „ 14 0 0 „ Rs. 13 8 0 Rdy. „ 15 4 0 Fwd.	Rs. 13-8-0 to 13-10-0 „ 12 10 0 „ 16 8 0 Rdy. „ 23 0 0 „ „ 13 12 0 „ „ 15 0 0 „ „ 14 0 0 „ Rs. 13 8 0 Rdy. „ 15 1 0 Fwd.	„ 13-8-0 to 13-10-0 „ 12 10 0 „ 16 8 0 Rdy. „ 24 0 0 „ „ 13 8 0 „ „ 15 0 0 „ „ 14 0 0 „ „ 13 4 0 Rdy. „ 16 0 0 Fwd.	„ 13-8-0 to 13-10-0 „ 12 10 0 „ 16 0 0 Rdy. „ 24 0 0 „ „ 13 8 0 „ „ 15 0 0 „ „ 14 0 0 „ „ 13 0 0 Rdy. „ 16 0 0 Fwd.	„ 13-6-0 to 13-8-0 „ 12 10 0 „ 16-8-0, 17-8-0 Rdy „ 23-0-0, 23-0-0 „ „ 13-4-0, 13-8-0 Rdy „ 15 0 0 „ „ 14 0 0 „ „ 13 0 0 Rdy. „ 15 4 0 Fwd.
Jan.	Rs. 269 1-25th Jan.	Rs. 253, 1-25th Jan.	Rs. 222, 1-25th Jan.	Rs. 223, 1-25th Jan.	Rs. 218, 1-25th Jan.	Rs. 222, 1-25th Jan.	Rs. 225, 1-25th Jan.	Re. 231, 1-25th Jan.	Rs. 227½, 1-25th Jan.	Rs. 220, 1-25th Jan.	Rs. 228, 1-25th Jan.	Rs. 219, 1-25th Jan.	Rs. 227, 1-25th Jan.	Rs. 230, 1-25th Jan.
Nov.	Rs. 292 1-25th Nov. „ 284 1-25th Dec.	Rs. 275 1-25th Nov. „ 265 „	Rs. 249, 1-25th Nov. „ 238 „	Rs. 2,39 1-25th Nov. „ 229 „	Rs. 245, 1-25th Nov. „ 235 „	Rs. 249, 1-25th Nov. „ 239 „	Rs. 252, 10-25th Nov „ 242 „	Rs. 262, 25th Nov. „ 252 „	Rs. 259, 25th Nov. „ 249 „	Rs. 250, 1-25th Dec. „ 240 „	Rs. 256, 8-25th Dec. „ 240 „	Rs. 241, 15-25th Dec. „ 231 „	Rs. 244, 22-25th Dec. „ 234 „	Rs. 241, 1-25th Jan. „ 231 „
			Rs. 232, 1-25th Jan.	Rs. 229, 1-25th Jan.	Rs. 230, 1-25th Jan	Rs. 234, 1-25th Jan.	Rs. 236, 1-25th Jan.	Rs. 244, 1-25th Jan.	Rs. 241, 1-25th Jan.	Rs. 239, 1-25th Jan.	Rs. 239, 1-25th Jan.	Rs. 232, 1-25th Jan	Rs. 233, 1-25th Jan.	Rs. 237, 1-25th Jan.
Jan.	Rs. 287, 1-25th Jan. „ 280 „ „ 290 „	Rs. 272, 1-25th Jan. „ 264 „ „ 275 „	Rs. 245, 1-25th Jan. „ 238 „ „ 252 „	Rs. 240, 1-25th Jan „ 232 „ „ 246 „	Rs. 238, 1-25th Jan. „ 231 „ „ 242 „	Rs. 240, 1-25th Jan. „ 232 „ „ 244 „	Rs. 238 1-25th Jan „ 231 „ „ 244 „	Rs. 247, 1-25th Jan. „ 240 „ „ 252 „	Rs. 240, 1-25th Jan. „ 233 „ „ 249 „	Rs. 239, 1-25th Jan. „ 231 „ „ 248 „	Rs. 236, 1-25th Jan. „ 230 „ „ 246 „	Rs. 231, 1-25th Jan „ 225 „ „ 241 „	„ 235, 1-25th Jan. „ 226 „ „ 243 „	Rs. 237, 1-25th Jan. „ 228 „ „ 249 „
Jan.	Rs. 296, 1-25th Jan.	Rs. 281, 1-25th Jan.	Rs. 258, 1-25th Jan.	Rs. 252, 1-25th Jan.	Rs. 246, 1-25th Jan	Rs. 248 1-25th Jan.	Rs. 248, 1-25th Jan.	Rs. 256, 1-25th Jan.	Rs. 251, 1-25th Jan.	Rs. 252, 1-25th Jan.	Rs. 250, 1-25th Jan.	Rs. 245, 1-25th Jan.	Rs. 247, 1-25th Jan.	Rs. 253, 1-25th Jan.
Jan.	Rs. 287, 1-25th Jan.	Rs. 272, 1-25th Jan.	Rs. 249, 1-25th Jan.	Rs. 243, 1-25th Jan.	Rs. 240, 1-25th Jan.	Rs. 243, 1-25th Jan.	Rs. 242, 1-25th Jan.	Rs. 251, 1-25th Jan.	Rs. 248, 1-25th Jan.	Rs. 247, 1-25th Jan.	Rs. 245, 1-25th Jan.	Rs. 240, 1-25th Jan.	Rs. 242, 1-25th Jan.	Rs. 248, 1-25 Jan.
Jan.	Rs 287, 1-25th Jan.	Rs. 272, 1-25th Jan.	Rs. 249, 1-25th Jan.	Rs. 243, 1-25th Jan.	Rs. 240, 1-25th Jan.	Rs. 242, 1-25th Jan.	Rs. 241-242 1-25th Jan.	Rs. 250, 1-25th Jan.	Rs. 247, 1-25th Jan.	Rs. 246, 1-25th Jan.	Rs. 244, 1-25th Jan.	Rs. 239, 1-25th Jan	Rs. 241, 1-25th Jan.	Rs. 247, 1-25th Jan.
Mar. -25 „ Sep. „	Rs. 308, 1-25th Mar Rs. 309, 15-25th Mr. „ 315, Sept.-Oct. „ 299	Rs. 290, 1-25th Mar. Rs. 284-285 15-25th Mr.	Rs. 266 to 267 1-25 Ma Rs. 260, 261 15-25 „	Rs 262, 1-25th Mar. „ 256, 15-25th „	Rs. 256, 1-25th Mar. Rs. 249-250 15-25th Mr.	Rs. 256, 1-25th Mar. Rs. 250, 15-25th Mar.	Rs. 257, 1-25th Mar Rs. 249, 15-25th Mar.	Rs. 261, 1-25th Mar. Rs. 256, 15-25th Mar	Rs. 260, 1-25th Mar Rs. 252, 15-25th Mar.	Rs. 260, 1-25th Mar. Rs. 252, 15-25th Mar.	Rs. 262, 1-25th Mar. Rs. 254, 15-25th Mar.	Rs. 255, 1-25th Mar. Rs. 247, 15-25th Mar.	Rs. 260, 1-25th Mar. Rs. 251, 15-25th Mar.	Rs. 265, 1-25th Mar. Rs. 245, 15-25th Mar.
-Jan. Rdy. „ „ „ -Feb. Rdy. „	Rs. 12-1-0, Dec.-Jan „ 11-10-0 „ 13 7 6 Rdy. Rs. 9 15 0 Rdy. „ 8 11 0 „ Rs. 11 10 0 Rdy. „ 9-1 -0, Jan.-Feb. „ 8 0 0 Rdy. „ 7 10 6 „ „ 5 9 6 „	Rs. 12-2-6, Dec. Jan. „ 11-12-6 „ „ 13 8 6 Rdy. „ 9 14 6 „ „ 8 12 0 „ „ 9 10 6 „ „ 11 10 0 „ „ 9 15 6 Jan.-Feb. „ 8 0 0 Rdy. „ 7 8 6 „ „ 5 1 0 „	Rs. 11-12-0 Dec.-Jan. „ 11 10 0 „ „ 13 9 6 Rdy. Rs. 9 13 0 Rdy. „ 8 12 0 „ Rs. 11 10 0 Rdy. „ 9-12-6, Jan.-Feb. „ 7 15 6 Rdy „ 7 8 6 „ „ 5 1 6 „	Rs. 11-11-6 Dec.-Jan. „ 11 7 0 „ „ 13 7 6 Rdy. Rs. 8 11 0 Rdy. Rs. 11 9 0 Rdy. „ 9-11-0, Jan.-Feb. „ 7 14 0 Rdy. „ 7 7 0 „ „ 5 2 0 „	Rs. 11-15-6 Dec.-Jan. „ 11-8-6 „ „ 13 4 6 Rdy. Rs. 9 8 6 Rdy. „ 8 11 2 Rdy „ 9-11-0 Jan.-Feb. „ 7 11 0 Rdy. „ 7 7 6 „ „ 5 2 0 „	Rs. 11-13-0 Dec.-Jan „ 11 5 6 „ „ 12 7 0 Rdy. Rs 8 14 9 Rdy. „ 7 15 6 „ Rs. 11 7 0 Rdy. „ 9-6-0 Jan.-Feby. „ 7 9 6 Rdy. „ 7 6 6 „ „ 5 0 6 „	Rs. 11 12 6 Rdy. „ 11-3 6 Dec.-Jan. „ 12 1 6 Rdy Rs. 8 15 0 Rdy. „ 7 15 6 „ Rs. 11 5 0 Rdy „ 9-3-6 Jan. Feb. „ 7 10 0 Rdy. „ 7 5 0 „ „ 4 15 0 „	Rs. 11 10 6 Rdy. „ 11 0-0 Dec.-Jan. „ 11 14 6 Rdy. Rs. 8 8 0 Rdy. „ 7-13-0 Apl.-May Rs. 11 5 0 Rdy. „ 8-13-6 Jan.-Feb. „ 9-0-0 Dec.-Jan. „ 7 9 6 Rdy. „ 7 4 0 „ „ 1 14 6 „	Rs. 11 10 0 Rdy „ 11 3 0 „ „ 11 11 0 „ Rs. 9 9 0 Rdy. „ 8 6 0 „ Rs. 10 2 0 Rdy. „ 9-0-0 Dec.-Jan. „ 7 9 6 Rdy. „ 7 4 0 „ „ 1 14 6 „	Rs. 11 13 6 Rdy „ 11 5 0 „ „ 12 7 0 „ Rs. 9 8 6 Rdy. „ 8 12 0 „ „ 9 2 6 „ „ 11 8 6 Rdy. „ 8 15 0 „ „ 7 15 0 „ „ 7 7 0 „ „ 5 0 0 „	Rs. 11 12 0 Rdy. „ 11 5 0 „ „ 12 5 0 „ Rs. 9 8 6 Rdy. Rs. 11 7 6 Rdy. „ 8 13 6 „ „ 7 13 0 „ „ 7 6 0 „ „ 5 0 0 „	Rs. 11 6 6 Rdy. „ 11 0 0 „ „ 12 7 9 „ Rs. 8-2-6, Apl.-May Rs. 11 7 6 Rdy. „ 8 10 6 „ „ 7 10 0 „ „ 7 6 6 „ „ 5 0 0 „	Rs. 11 10 0 Rdy. „ 11 3 6 „ „ 13 1 6 „ Rs. 8-4-0, Apl.-May Rs. 8 13 6 Rdy. „ 7 12 0 „ „ 7 6 0 „ „ 5 0 0 „	Rs. 11 10 0 Rdy. „ 11 3 6 „ „ 13 1 6 „ Rs. 8-6-9 Apl.- Rs. 8 12 Rs. 7 „ 5
Rdy.	Rs. 5 0 0 Rdy.	Rs. 5 8 0Apl. May	Rs. 5-6-9 Apl.-May		Rs. 4 14 6 Rdy.	Rs. 4 14 0 Rdy.	Rs. 4 13 0 Rdy.	Rs. 4 12 6 Rdy	Rs. 4 13 6Rdy	Rs. 4 13 6 Rdy.	Rs. 5-3-3 Apl. May.	Rs. 5-3-9 Apl. May.	Rs. 5-3-6, Apl. May	Rs. 5-4-0 Apl.-May.
5,700	Rs. 6,400 to 6,500 „ 6,200 to 6,300				Rs. 4 15 0 Rdy.				Rs. 4,935 to 5,000 2 to 3 Yrs.			Rs. 4,975 2/3 tyr.		
pt.)	Ready. (Oct.) £ s. d. 0 14 6 0 13 6 0 14 6	Ready. (Oct.). £ s. d.	Ready. (Oct.). £ s. d. 0 15 0 0 15 6	Ready. (Oct.). £ s. d.	Ready. (Nov.). £ s. d. 0 15 0 0 17 0	Ready. (Nov.). £ s. d.	Ready. (Nov.). £ s. d. 0 15 6 0 17 0	Ready. (Nov.). £ s. d. 0 16 0 0 15 6 0 16 0	Ready. (Nov.) £ s. d. 0 15 0	Ready. (Dec.) £ s. d. 0 15 6 0 18 0	Ready (Dec.) £ s. d. 0 17 0 0 17 6 0 18 0	Ready. (Dec.). £ s. d. 0 16 6 0 16 0 0 16 6 0 17 0	Ready. (Dec.). £ s. d. 0 18 0 0 18 0	Ready (Jan.) £ s. d. 0 18 0 0 18 0
£1-3-6	0 18 0 to £1-3-6 0 16 6 0 17 0 0 16 6	0 18 0 to £1-3-6 0 16 6 0 16 6 0 15 6	0 18 0 to £1-3-6 0 16 6 0 17 0 0 16 0	0 18 0 to £1-3-6 0 16 6 0 16 6 0 15 6	0 18 0 to £1-3-6 0 16 0 0 18 0 0 17 0	0 18 0 to £1-3-6 0 16 0 0 19 0 0 18 0 1 5 0 1 2 6	0 18 0 to £1-3-6 0 16 0 1 0 0 0 19 0 1 5 6 1 5 0	0 18 0 to £1-3-6 0 16 0 1 2 6 1 1 6 0 16 0 0 15 6 0 16 0	0 18 0 to £1-3-6 0 16 0 1 0 0 0 19 0 1 0 6 0 18 0 0 17 0 0 15 6 0 16 0	0 18 0 to £1-3-6 0 16 0 1 0 0 0 19 0 1 0 6 0 18 0 0 17 6 0 15 6 0 18 0	0 18 0 to £1-3-6 0 16 0 0 19 0 0 18 0 0 19 0 0 18 3 0 16 6 0 16 0 0 16 6 0 17 0	0 18 0 to £1-3-6 0 16 0 0 19 0 0 18 0 1 0 0 0 19 6 0 17 0 0 18 0	0 18 0 to £1-3-6 0 16 0 0 19 0 0 18 0 1 0 6 1 0 0 0 18 0 0 17 6 0 18 0
	0 14 6 0 13 6 0 14 6		0 15 0 0 15 6		0 15 0 0 17 0	0 17 0 0 18 0	0 15 6 0 17 0							
	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17	Rs. 12 to 15 „ 17

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